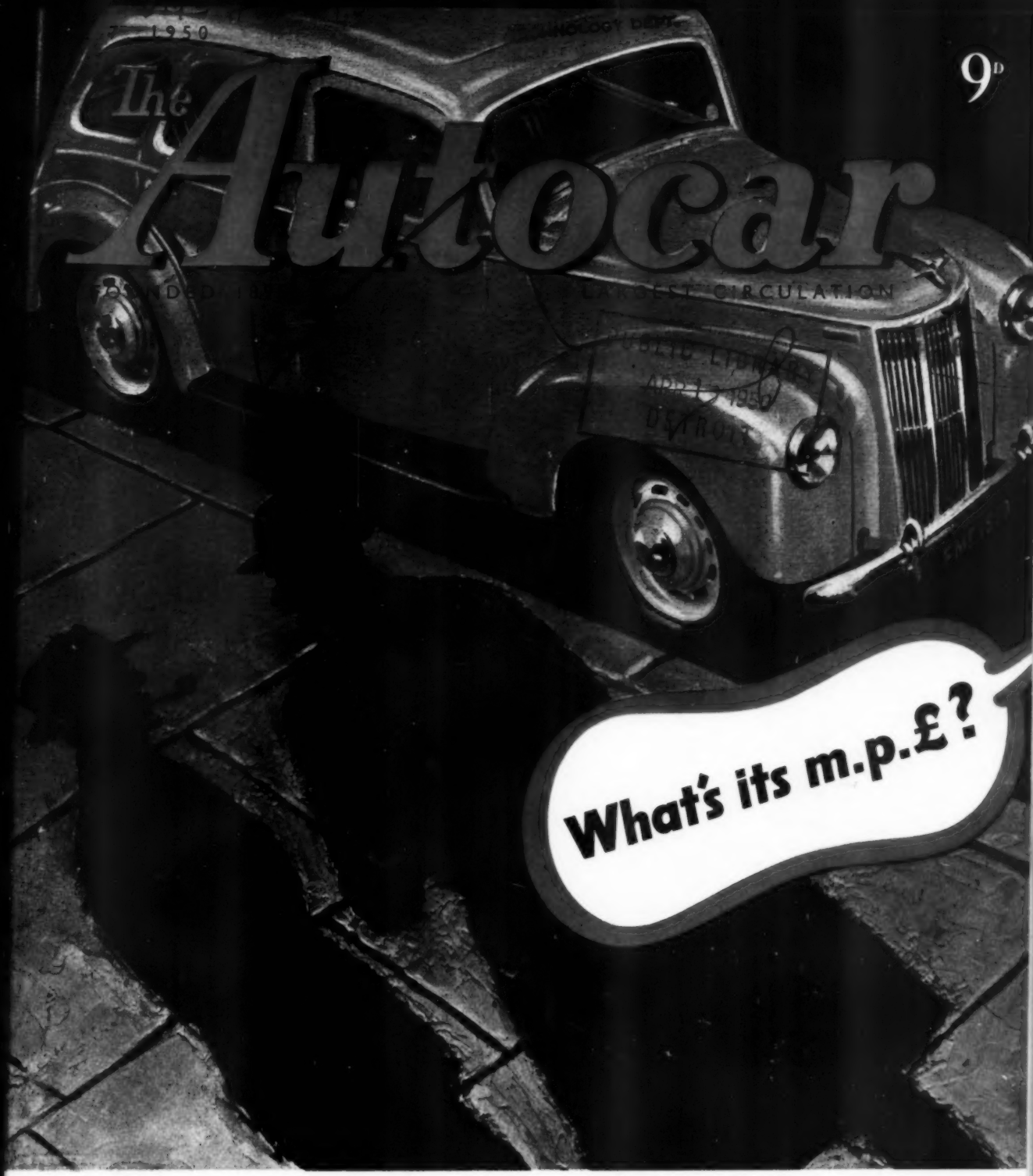


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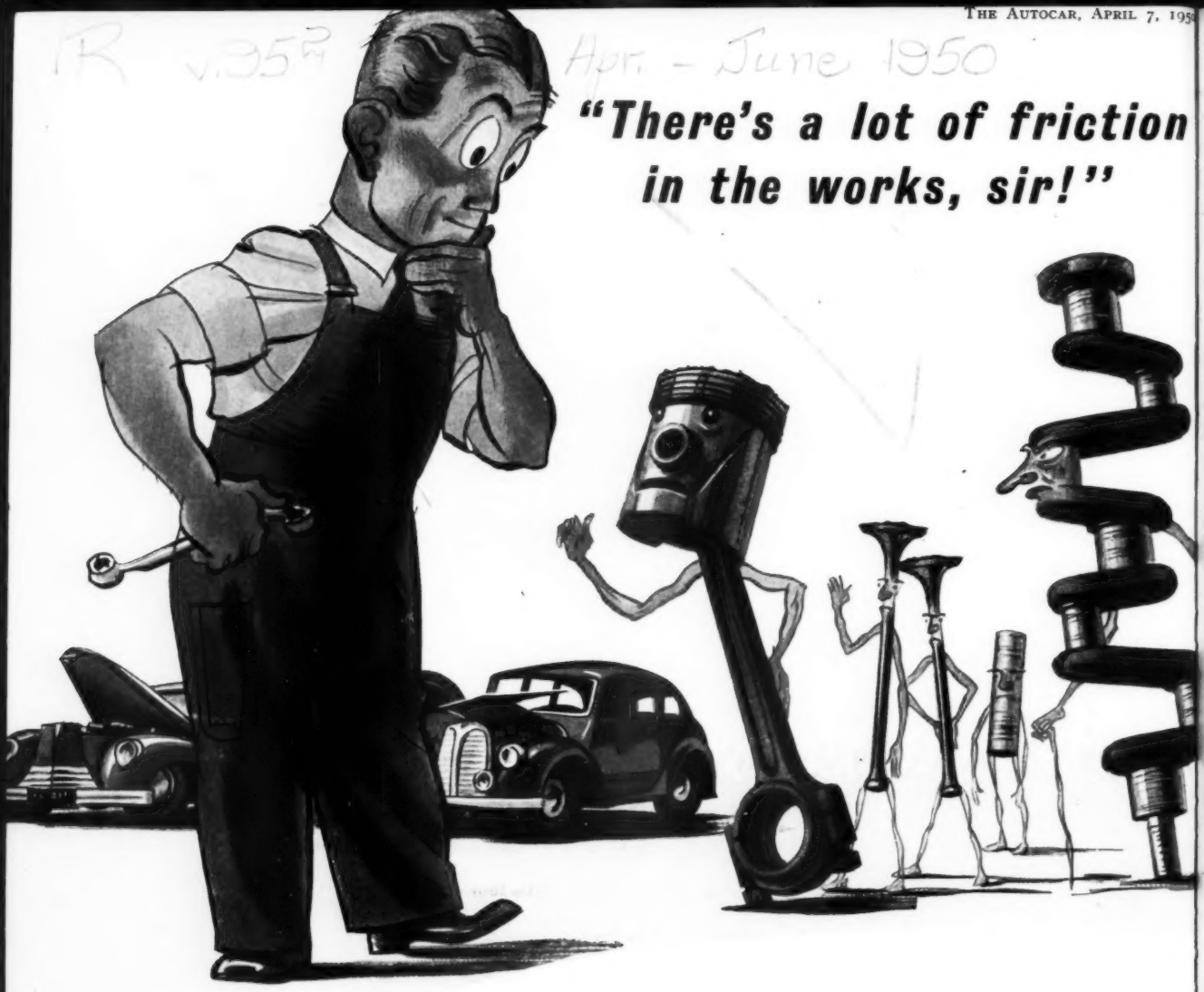


"What's the trouble?"

"It's the fine grit that gets into the oil, sir. It's causing a lot of bad feeling between us."

"Can you suggest a remedy?"

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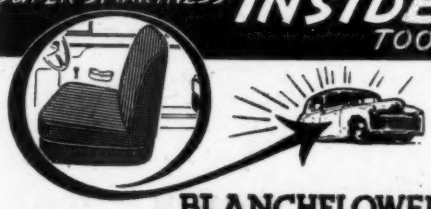

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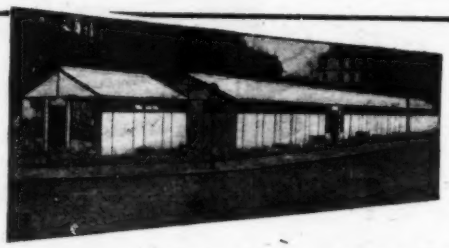

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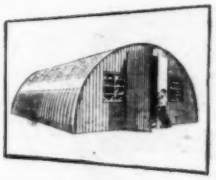

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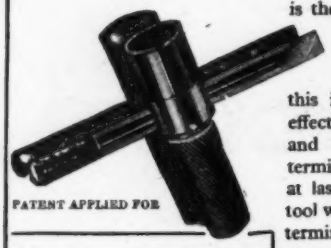

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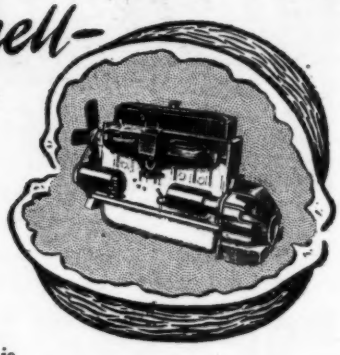

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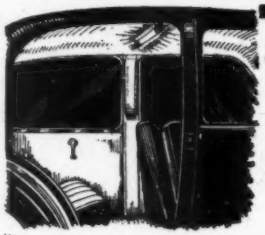

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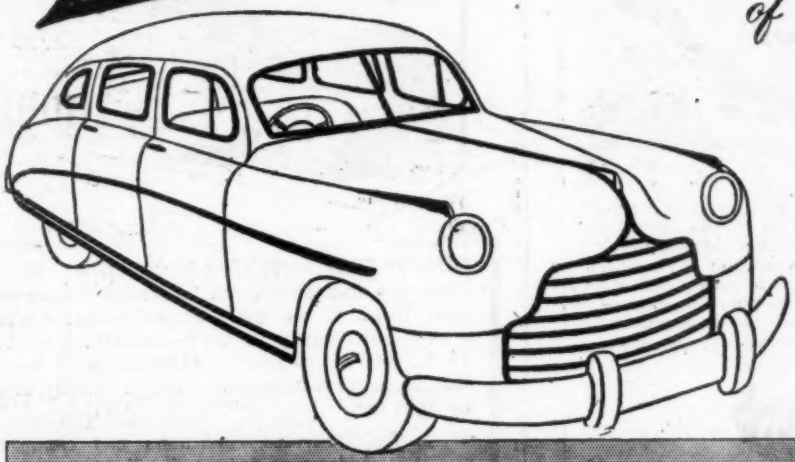

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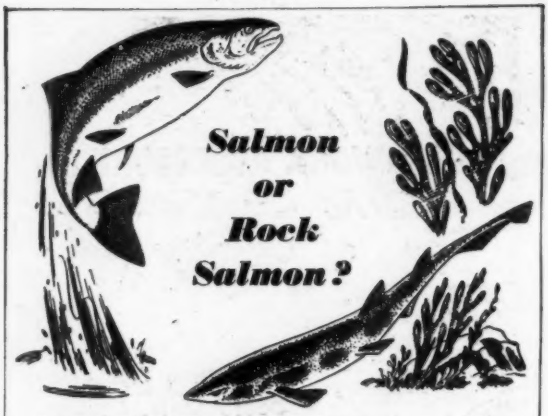

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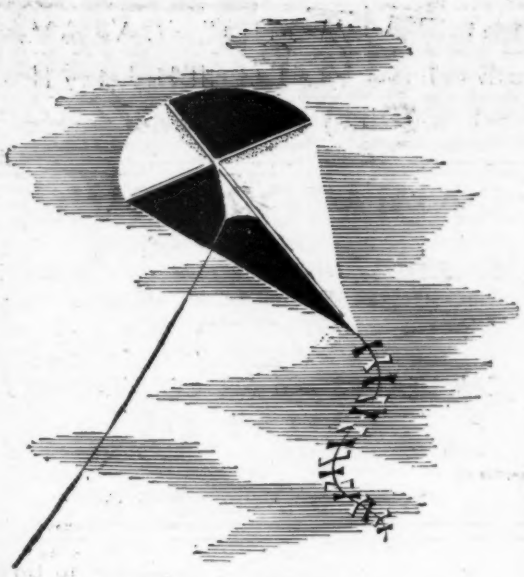

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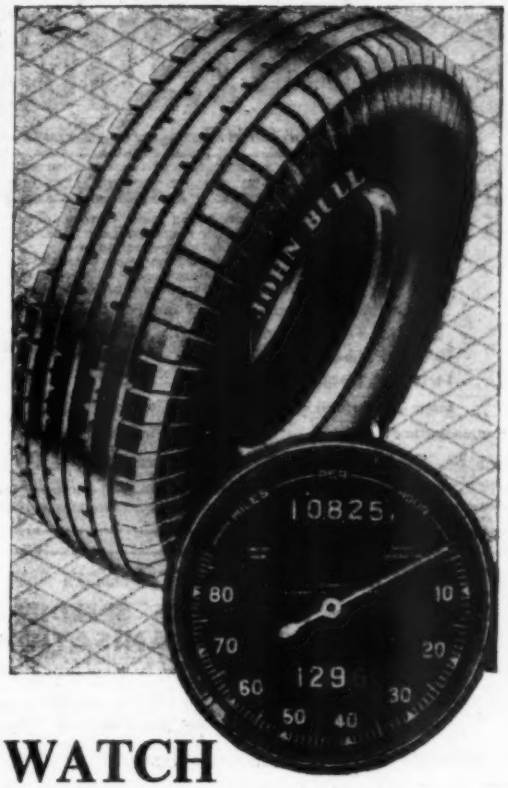


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The Autocar
FOUNDED 1895

No. 2840 FRIDAY, APRIL 7, 1950 Vol. XCV

# Signals at Red

ALL those with the interests of the automobile at heart are invited to study the following statement by Sir Cyril Hurcomb, chairman of the British Transport Commission:—

> . . . Most important of all, we should need to know that the transport system as a whole will be sufficiently . . . integrated to give us a reasonable chance of securing the traffic which we set out to gain . . . without finding it diverted from the public transport system.

If words mean the same to Sir Cyril as they mean to this journal, that statement can mean only one thing, and we are indebted to a British Railways solicitor for the following blunt paraphrase:—

> I submit the point has been reached when the court must say to the public, "The trains are there. You must use them."

The home signals are plainly at red for motoring, this being the sole remaining form of competitive transport to the all-powerful B.T.C., and through the red glass the oppressive policy of the Government falls neatly into place alongside the aspirations of the B.T.C. chairman. The standard petrol ration, if not sufficiently deterrent to cause motorists to give up their beloved cars, at least ensures that for all long journeys they shall use the nationalized trains, thus conveniently disguising the unsuitability of the railways for short journeys, resulting from a station to dwellings ratio of 1 to 1,714.

Also in this context may be considered the S.M.M.T. protest against the reduced allocation of commercial vehicles to the home market, for the cutting of supplies is obviously part of the economic planning for transport "integration." We repeat the warning which we have many times uttered in the past concerning cars: A similar situation is on the way, and similar Government action may well be taken, with private cars. President Connolly and his S.M.M.T. members would do well to publicize the dangers before a production cut becomes a *fait accompli*.

There are some who will never learn from history, and Sir Cyril Hurcomb is amongst them. In the ultimate the public will have the transport system that it chooses, as it has the politicians that it chooses. During the last five years a reversal of this economic law has been attempted, and the result of the election is the measure to date of its failure. King Canute pointed the moral much more dramatically many centuries ago.

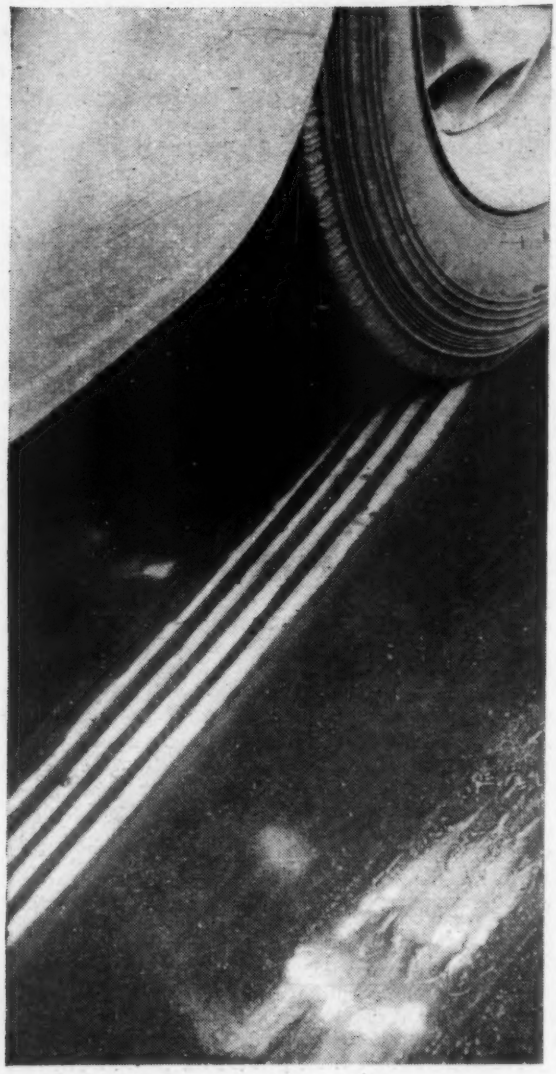
# Poetic Justice

IT is entirely fitting that the Government should have sustained its first defeat in a debate in which the standard petrol ration figured prominently; thus is it brought home to those in power that Britain is still a democracy, and that the opinion of the people can be persistently disregarded only at peril.

Motorists who have read this journal consistently will remember how it loyally supported the rationing of petrol, pleading only for a reasonable quantity, while Ministerial statements could be unequivocally construed as sincere. That time soon passed, however. Fuel for coach trips became lavish, cigarette shortages disappeared, and the screen exploits of U.S.A. gangsters continued to teach the youth of Britain a way of life, however hideous. Consequently our protests against the minute—and at one time non-existent—standard ration became more marked, and we turned to full-scale attack.

The response was cowardly, even the Prime Minister descending to the unfounded accusation that motorists wished to rob the people of food for the sake of week-end jaunts.

Unheeding of the warning of the General Election, the Government continued its policy of unfair discrimination against the owners of private transport. But petrol proved to be the scorpion lurking in the dirty coal with which last week's debate was chiefly concerned. Mr. Geoffrey Lloyd uncovered it, and the vote against the Government was evidence of the malevolence of its sting.



On a wet surface the tread pattern wipes off the water and thus assures a good grip.

# TYRES and CAR

## SCIENTIFIC ROAD TESTING AND RECORDING

SO much do we take our tyres for granted that we are apt to forget them except for the weekly check on pressures. We quite overlook, for instance, the fact that in the last thirty years or so their life has increased immensely. This is a remarkable fact, having regard to increased car performance. How has it been achieved?

The answer is a double one: (1) by fundamental improvements in design; (2) by applying rigid principles of quality control throughout all the stages of manufacture.

Obviously there is only one method of telling whether what is thought and hoped to be an improvement in design, or in quality, really is such in effect, and that is to test the finished product. Tests on raw materials and on semi-finished products will provide useful indications as to what may be expected, but the final test by which the tyre will inevitably be judged by all who use it is its behaviour on a car on the road.

For that reason the manufacturers of Dunlop tyres maintain a fleet of test vehicles of all types and sizes. They also have a large test house where tyres are constantly being subjected to mechanical tests. But no machine can satisfactorily imitate the varied conditions met with in driving in all weathers, all conditions of traffic and types of road surface, so that actual road testing remains of great value.

Road testing is primarily carried out to obtain information which falls under one or other of the following headings:

1. Measurement of the wear resistance of different tread compounds, tread patterns and tyre constructions.
2. Measurement of the effect of compounding and construction principles upon the heat generation of tyres.
3. Assessment of significant tyre characteristics, such as riding comfort, cornering power, and skid resistance in relation to tyre design.
4. Investigations into different forms of tyre construction.

Of these, the importance of wear resistance is obvious; it means more miles for the money expended when the tyre is purchased. Heat generation is also important—but less obviously so—because it comes primarily from the power developed by the engine, some of which has to be expended in overcoming rolling resistance. It entails, therefore, additional fuel consumption. Moreover, it has a bad effect on tyre life, especially if the temperature rises excessively, and it must be remembered that under high-speed or overload conditions it may reach 100 deg C.

The nature of the tread compound, the construction of the casing and other features all have their effect on heat generation and structural performance, and valuable evidence on these points is obtainable from road tests.

To ensure that the data resulting from road tests is accurate a high degree of control over the way the tests are carried out is essential. When comparing one tyre construction with another it is desirable to eliminate, or at least account for, all variables except the one being investigated. Full account is taken, therefore, of such variables as the car, driver, condition of engine and chassis, route, total load, distribution of load, inflation pressures, type of road surface and proportion of mileage on dry and wet roads.

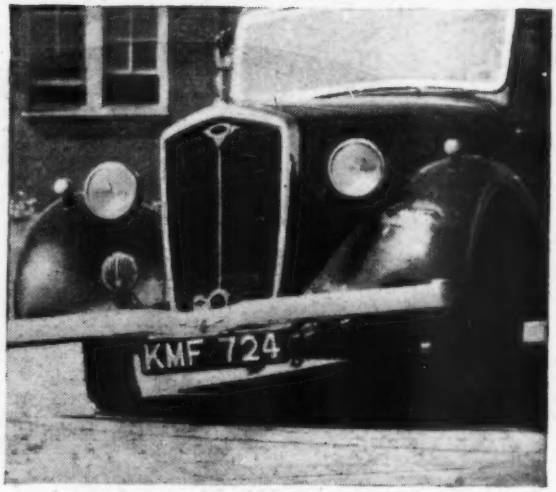
Testing technique varies according to the information required. For example, when a new tread compound is to be tested for wearing qualities several experimental covers will be made with one half of the tread in the standard compound and the other half in the new. More reliable comparisons are obtained within one tyre than between separate tyres.

### Methods

Before the tests the section of each cover is carefully measured at a number of points. The covers are then fitted to a selected test car, and the driver is given a set route to cover in a scheduled time under specific load-pressure conditions. After 500 miles the tyres are removed, examined and refitted, being changed round from front to rear and vice versa.

After another 1,000 miles the procedure is repeated, and so on every 1,000 miles until the depth of the tread pattern has been reduced by 50 per cent. The pattern depth is then measured to 0.01in at about eighty places round the circumference. From these measurements the relative values of the new and standard tread compounds are determined. Such a test takes about eight weeks, the test car and driver covering 230 miles per day for five days per week.

Several of the drivers have been carrying out road tests for over thirty years. In so doing they have piled up amazing mileage figures. Between 1922 and 1947 five of




**What happens to the tyres when a car skids is shown by this photograph taken on the Dunlop skid track. The right-side front tyre is seen to be pulled violently to one side.**

them had each logged more than 1,170,000 road test miles on cars and a sixth more than 830,000 on heavy vehicles. The record annual mileage for one driver stands at 76,000.

On road tests the drivers are expected to travel as fast as traffic conditions and the performance of the car will allow. They have a remarkably fine record for safe driving; in the past 26 years there has been only one accident in which a life was lost, and that was caused by a mechanical fault on another vehicle—not belonging to the test fleet—which caused it to get out of control.

Other forms of road test include obtaining comparative results between two or more sets of tyres for the same vehicle. The drivers are asked to find differences in the way the tyres affect performance, as in cornering power, general stability, reaction to cross-winds and control of the car generally. This entails fast driving and cornering, and great concentration to assess the car's behaviour. With

# BEHAVIOUR

## OF ALL FACTORS INVOLVED

**The final test by which a tyre is judged by all who use it is its behaviour on a car on the road. In the article on these pages some of the tests to which tyres are subjected by the Physical Research Division of the Fort Dunlop Technical Department are described by the Associate Editor, A. G. Douglas Clease, B.Sc., A.M.I.Mech.E., with acknowledgments to the Dunlop Technical Dept.**

such experience behind them, their opinions on the matters under investigation are, naturally enough, extremely valuable. Nevertheless, it is necessary to replace opinion by scientific measurement, which is done in various ways.

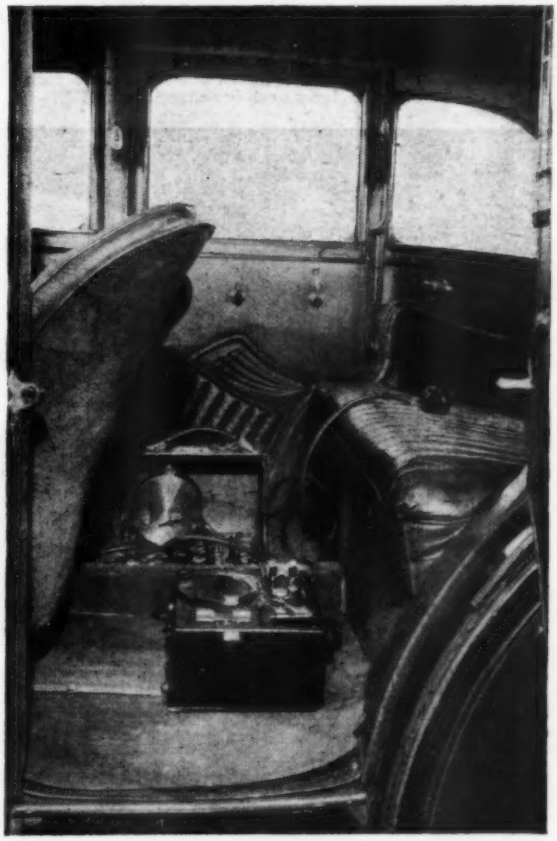
To study the effect of tyre design on skid resistance, braking and cornering, tests are carried out on the company's skid track. This is a smooth asphalt surface which can be flooded with water. The test car is driven on to the track at a set speed, in neutral. The brakes are applied hard to lock the wheels and the car slides to rest. Now, on a dry surface a bald tyre is just as good as one with a full tread pattern, but on a smooth wet surface the stopping distance with bare tyres is twice to three times that with full treads. The reason is that a smooth tyre runs on a water film, but the full tread wipes the water off the surface over part of the contact area. This is graphically illustrated by a photograph taken immediately after a test, before the water has had time to run back over the portions wiped dry by the pattern ribs.

### Instruments

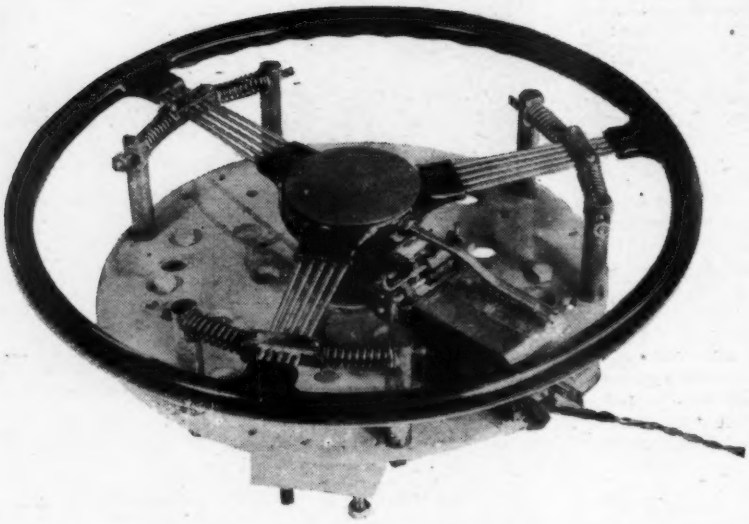
These tests are spectacular, but they are measured scientifically. The test car carries a Cambridge recording accelerometer coupled to a timing unit. The pendulum of the accelerometer carries a stylus which marks a moving strip of celluloid on which the timing unit also marks accurate time intervals. After the test the celluloid strip is removed and the marking on it magnified by projection on to a screen. Thus the complete record of the retardation of the car from the point of braking to the point when motion ceases is clearly seen and can be traced over to form a permanent record.

For each set of acceleration or braking tests it is necessary to record the base line for zero acceleration; that is, with the car at rest on a level flat surface, and also a calibration of the acceleration scale. This is done by running a short length of celluloid tape through with the instrument on its base and then on its side, thus changing the forces on the pendulum by an amount proportional to the pull of gravity or an acceleration of *g*, i.e., 32.2ft per sec per sec. This base line is also inserted when the curve is traced.

The curves, obtained by tracing the enlargements when



**The recording accelerometer and time unit rest on the floor of the car behind the front seats.**



Steering wheel force and movement are recorded by this special steering wheel and mechanism

## TYRES AND CAR BEHAVIOUR

### continued

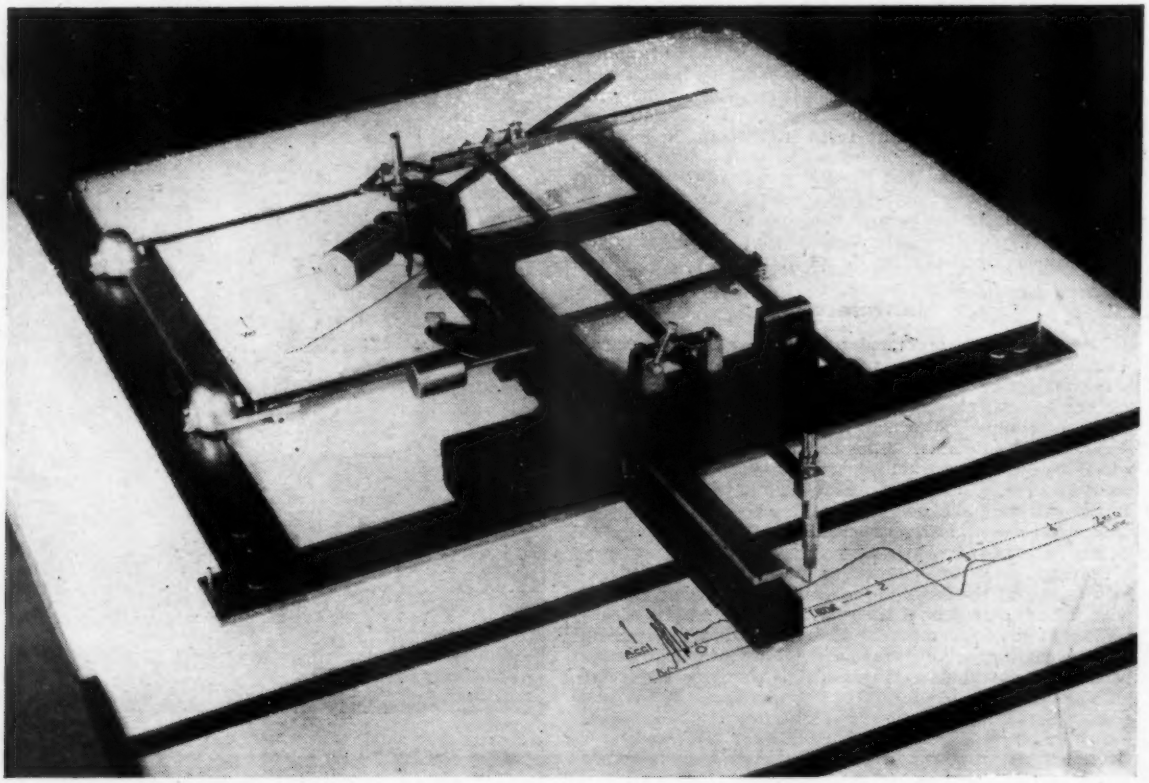
the celluloid strip is placed in the projector after the tests have been made, are acceleration-time diagrams, to a scale of approximately 50 mm representing one second and 55 mm representing an acceleration of 32ft per sec.$^2$ These diagrams are then integrated mechanically by an Adler-Ott integraph, the mathematics of which need not be investigated. The result is that by following the diagram with the tracing point of the integraph another curve is produced by its recording pencil. This is a velocity-time curve, and by transferring it to the tracing position and integrating it the machine gives a distance-time curve.

From these curves, (1) the retardation, (2) the speed, and (3) the distance the car has yet to travel before it comes to rest can be obtained for any given instant of time during the test. These can be combined to give (a) a curve of distance to stop from stated speed, plotted against speed, (b) a curve of retardation at a given speed plotted against speed, obtained by the data for various times. These are the data required for assessing the stopping properties of a tyre.

When the driver applies the brakes there are two pairs of frictional surfaces in action, the brake shoe and drum, and the tyre and road. Until the wheels are locked or on the point of locking the tyre-road friction does not limit the braking, and tread pattern and road surface are of little importance. When the wheels are locked, however, braking is dependent on the coefficient of friction between tyre and road, which under some road conditions depends on tread pattern.

It is because braking on smooth asphalt is very dependent on tread pattern that asphalt is used for the skid track.

The Adler-Ott integraph may be described as a mechanical calculator. As its pointer traces the acceleration-time diagram its stylus produces a velocity-time diagram.



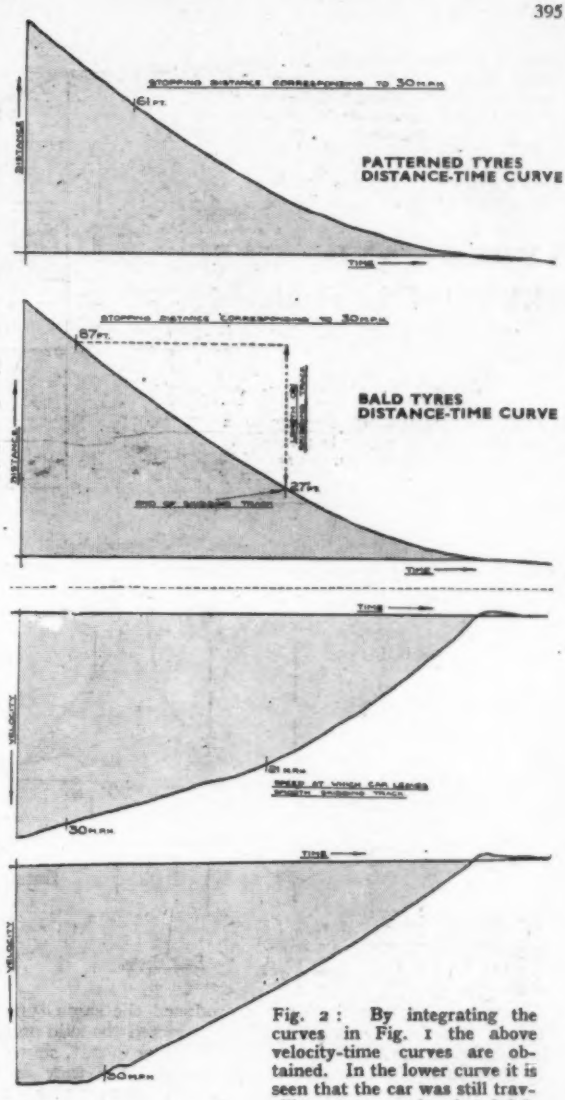



Fig. 3 : By integrating the curves in Fig. 2 distance-time curves (right) are obtained. The 61ft point on the upper curve corresponds to the 30 m.p.h. point on Fig. 2 and is the stopping distance from that speed. In the lower curve the 87ft point corresponds to the 30 m.p.h. point of Fig. 2 and the 27ft point to the 21 m.p.h. point of Fig. 2. The vertical between the 27ft and 87ft points represents the distance from the point at which the car was travelling at 30 m.p.h. to the end of the skid track.

And it is because pattern differences show up only when the tyre is sliding or nearly sliding, plus the fact that in emergency drivers *do* lock their wheels, that tyre braking tests are made with locked wheels.

The question as to whether or not the highest coefficient of friction drops on locking (that is, whether or not the maximum braking effect is obtained just before the wheels lock) is very debatable. There is definite evidence that under some conditions it *does* drop, but the results of many thousand brake tests show that there are as many cases where it does *not* drop as where it does drop. In any case it is doubtful whether any driver could graduate his pedal pressure to maintain the condition of highest coefficient, and if he attempts to do so he will probably lose the benefit of the rising coefficient as the speed falls.

By locked wheel brake tests Dunlops are able to give the driver tyres with the greatest margin of safety in an emergency in which all he can do is to stop. It is recognized that a driver should never find himself in such a situation, however.

To return to the skid track, a programme of tests was run off, beginning with three runs on a set of smooth tyres at 30 m.p.h., as already described. The smooth right front tyre was replaced by a new cover and a run made at 30 m.p.h. The driver kept the steering wheel straight, but did not attempt to correct the ensuing skid. The car naturally swung right round, pivoting about the new right

Fig. 2 : By integrating the curves in Fig. 1 the above velocity-time curves are obtained. In the lower curve it is seen that the car was still travelling at 21 m.p.h. when it left the skid track.

Fig. 1 : Below are actual tracings of the curves projected from the celluloid strip of the recording accelerometer. The upper curve is with patterned tyres and the sudden rise on the left of the curve denotes point of brake application. The sudden descent on the right denotes actual coming to rest, the time being approximately 3 sec. The lower curve with bald tyres shows the appreciably lower rate of deceleration until the end of the skid track is reached, when it rises suddenly as the car runs on to rough concrete. The curve would be much prolonged if the skid track were longer. The length of the skid track is covered in 2 sec and two more seconds elapse before the car stops.

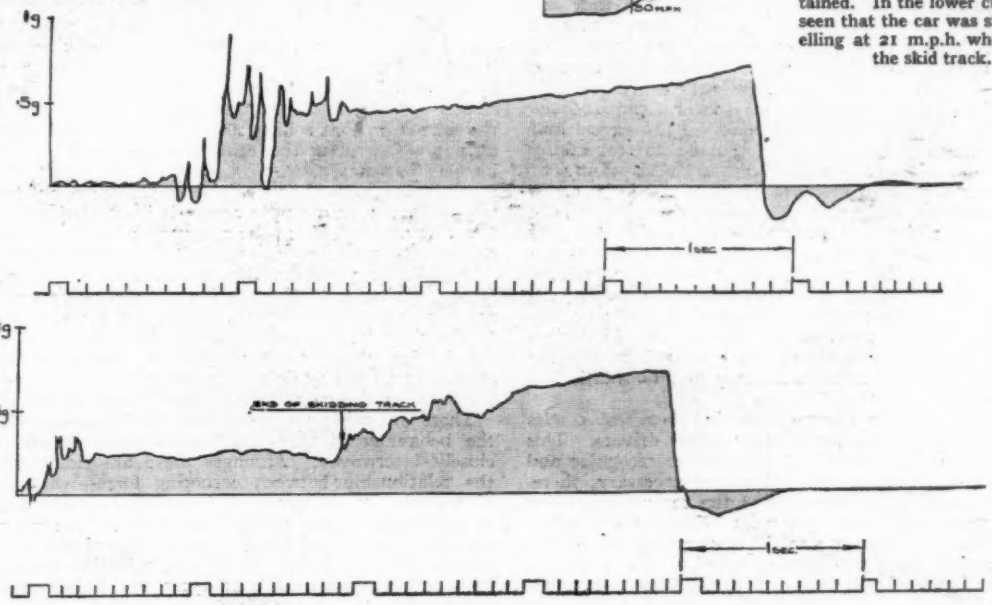
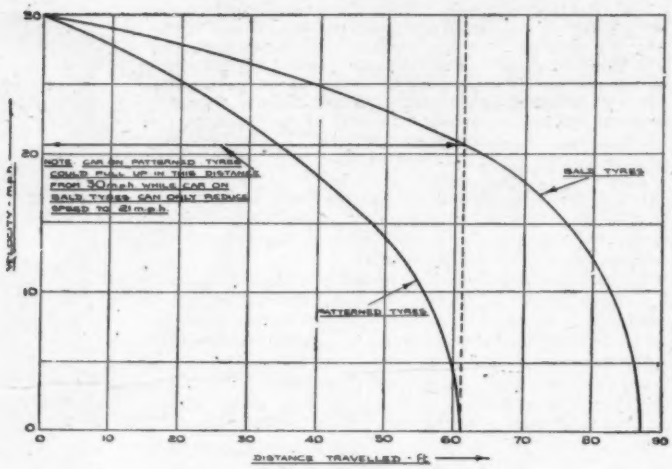


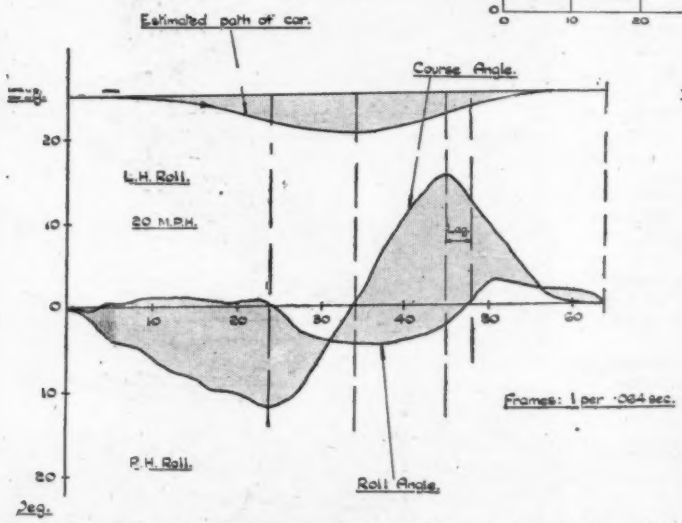
Fig. 4: These curves are calculated from Figs. 2 and 3 and show the velocity after different distances of travel as the car comes to rest from 30 m.p.h.




VELOCITY DISTANCE CURVES

# TYRES AND CAR BEHAVIOUR: continued

Fig. 5: A typical roll diagram as a car alters its course, as in passing an obstruction.




front tyre. Another similar run produced the same type of skid. On the next run the driver corrected the skid and the car kept almost straight, although sliding to rest, showing that such effects can be compensated for if they are known to be present. Three runs were then made at 28 m.p.h. with all four tyres smooth, but instead of skidding straight ahead the driver turned the steering quickly and fully to the right, the outside wheel track being marked by rubber blocks on the first run and the driver trying to keep inside the blocks on the second and third. A run at 32 m.p.h. was then made, the car taking a much wider course on its skid than it had at 28 m.p.h.

New tyres were then fitted to all wheels and the series of tests repeated. The car stopped much more rapidly in the straight slides, and on full lock kept well within the curved path it had taken on smooth tyres, as one would naturally expect. The curve could, in fact, be negotiated at 3 or 4 m.p.h. faster. The diagrams produced by the accelerometer on the straight slides are shown in accompanying illustrations, together with the integrated velocity-time and distance-time curve resulting from them, and the consequent curves of distance to stop and retardation at a given speed.

Sometimes there is disagreement between test results and the considered opinion of the expert drivers. This has been found to result from a failure to recognize and measure certain factors, and it becomes necessary, therefore, to measure both the effect of the car on the driver and the effect of the driver on the car. For example, movement of the car from a straight path results from the driver's movement of the steering wheel and so an instrument has been designed to record the various things that happen.

This takes the form of a special steering wheel carrying a mechanism to drive a paper strip and a stylus to record on the paper the movement of the wheel. Movement of the wheel rim by the driver is transferred to the steering column through springs of known strength at each side of the wheel spokes. Thus the forces applied by the driver and the movements of the wheel can also be examined. It is found, for example, that much larger forces and movements are applied to the wheel at low road speeds than at high. Again, steering wheel movements to counter the effect of road camber or cross wind, although not made consciously, show quite clearly in this steering wheel force and movement record.

Another factor which affects car behaviour and which is important because of its effect on the driver's feeling of safety and stability, and on the course of the vehicle, is body roll. To measure roll, a gyro-panel is used. In this, two vacuum-driven Sperry gyroscopes are mounted, actuated off the engine induction system, one measuring degrees of roll and the other the direction of travel. The readings of both gyros and of a watch are reflected in a mirror to a ciné-camera. The ciné-camera makes a continuous record of the picture in the mirror, so that rolling conditions and vehicle direction at any point along the route are permanently recorded by this means.

A record of what happens when a car draws out to overtake and then resumes its course is illustrated. This was taken on a car of which the rolling stability was somewhat higher than average. Altogether the record shows three rolls, caused by one deviation to the right from a straight course, a swerve to the left and straightening up; there are a 2 deg roll to the left lasting 1.5 sec, a 5 deg roll to the right lasting 1.5 sec and a final 3 deg roll to the left lasting about 1.0 sec. As the swerve to the left gives way to the straightening up there is a 0.2 sec time lag between the course angle and the roll angle.

There are other problems under investigation, because the behaviour of tyres and vehicles on the road is so closely interwoven. Amongst these are riding comfort, the relationship between cornering force—which has to be provided by the tyres—and steering characteristics, the measurement of the power consumed by the tyres, and the effect upon wheel revolutions per mile of various factors causing slip. It is by the patient, scientific investigation of all these problems that tyres are being constantly improved.

# A Wolseley is part of the English Scene—

Among those things unmistakably English count the Wolseley "Four Fifty" and "Six Eighty". These cars exhibit their power in a gentlemanly yet purposeful manner on the road. Their lines are neat and modern but definitely in this country's fine-car tradition. You could not imagine the countryside without a glimpse of that famous bonnet flashing by. It is part of the English scene.

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"Between Trafalgar and Waterloo"

Daimler exhibits for the New York Show include (l. to r.) an ambulance, a Straight Eight limousine and drop-head coupé by Hooper; a 2½- litre Special Sports coupé; and a 2½-litre Empress saloon by Hooper.

# NEWS and VIEWS

## No 1950 Scottish Show

IT has been decided that the next Scottish Motor Show will probably be held in Glasgow in November, 1951. There will not be a show this year.

## New Nash this Month

THE middle of this month may see the new Nash light car on sale in the U.S.A. Public opinion has caused the wheelbase to be increased to 100in and the car to become a five-seater. It will be called the Rambler, and is expected to sell at a price below that of the Ford, Chevrolet and Plymouth.

## State of French Roads

TWO very useful maps for tourists in France issued by the Michelin Touring Service are those which show the condition of the roads and which are brought up to date each year. These two maps, Nos. 96 and 97, to the scale of 10 km to 1 cm, show the state of the main roads and the rapidity of travel for which they are suitable, also hotel facilities of the different towns, the location of repairers and filling stations.

## Frankfurt Trade Fair

THERE was a large vehicle section at the recent Frankfurt Trade Fair, in Germany, and the show as a whole was visited by over 100,000 people on its first day. Products of the revived German industry, and from abroad, were shown. The British exhibits were limited to utility versions of the A.40 and Standard Vanguard, both of which may now be purchased for marks.

## Integrating Europe

THE influence of roads and road transport on the future of Europe was the subject of a paper by M. M. G. Gallienne read at the recent meeting of the International Road Federation in London. M. Gallienne pointed out that the automobile was inevitably dictating its own progress by its hold on the life of the communities; for instance, he maintained that ultimately it would abolish customs posts because the very volume of inter-country traffic would prevent governments from multiplying them indefinitely.

M. Gallienne wanted three tunnels to complete the European road "hook-up"—a Channel tunnel, a Mont Blanc tunnel and an outlet tunnel to Africa across the Straits of Gibraltar. All were technically feasible, he said.

In more epigrammatic mood, M. Gallienne's paper remarked that "rail transport costs money and road transport pays dividends." It also stated that 75 to 80 per cent of American factory workers owned their own cars and that recent research into the causes of high American productivity had placed this very fact as third in importance—a lesson that the restrictive Government of Britain might well take to heart.

## Midland Golf

WEDNESDAY, May 3, has been selected for the spring meeting of the Midland Cycle and Motor Trades Golfing Society, at Blackwell golf course. A medal round will be played for the Spring Cup in the morning, and in the afternoon a greensome against bogey for the Parkes Trophies. Other fixtures are the Dunlop Cup meeting at Little Aston on July 5 and the autumn meeting at Olton on September 14.

## Clean Hands

IT is a tribute to the influence of a journal when products are sent for test from as far away as New Zealand. One such is a hand cleaner made by J. Burfoot and Company, of Auckland. It is a buttery substance, smelling strongly of ammonia, a knob of which is rubbed on the hands, when it becomes oily and soothing. The dirt disappears and finally the hands can be wiped clean on a rag. As a result, the cleaner is a handy item for the facia locker.

The Burfoot cleaner may ultimately be manufactured in this country, and in the meantime New Zealand motorists will no doubt appreciate it.

# NEW VAUXHALL WORKS : THE PETROL DEBATE

## Vauxhall Expansion

LAST year the Vauxhall company produced 84,167 cars and trucks, an increase of 9,591 over the previous year, with exactly the same number of workers. This is attributed to increased production efficiency by the employees. Exports claimed 57,831 of the total. During the year work began on a £10 million project of modernization and expansion, and last week the company extended an invitation to view the progress made with the first stage of the programme, which is being spread over three years. The ultimate intention is to provide for the replacement of a considerable part of the present plant, which in its older sections dates from 1907 at Luton, with the most modern and efficient production equipment available, and the re-laying out of all shops for improved production flow, less worker fatigue and better working conditions.

Visitors last week saw a new building, already substantially in being, nearly a third of a mile long and with a productive floor space of 852,000 sq ft. This will increase the area of the Vauxhall factory by a third. Construction should be completed by mid-June and production in the new plant is expected to start in August.

Building of a factory of this vast size is naturally an undertaking of the first magnitude. The site has been carved out of a hillside, half a million cubic yards of chalk having to be excavated. The structural steel of the building, originally intended for a new factory in the U.S., was imported in fabricated form from General Motors, the parent organization. The steelwork, originally produced for a square building, had to be modified to fit the Vauxhall elongated site.

The building is all on one floor level except for a reinforced concrete basement to be connected by lifts to the ground floor. The new building, complete with boiler house and services, which are also in the course of construction, is costing £2,500,000.

## New Danish Light Car to Use British Components

FURTHER details are now available of the prototype car shown at the Copenhagen motor show by Bohnstedt Petersen A/S and described as a "Danish D.K.W." It has a D.K.W. twin-cylinder two-stroke engine and front-wheel drive assembly, but a larger model is planned, to be known as the DK, using a German Ilo engine and four-speed gear box. The Ilo engine has four cylinders arranged in pairs with common combustion chambers, each pair of pistons being connected to a common crankpin. This arrangement employs the Uniflow principle, the inlet ports being in one cylinder of each pair, and the exhaust ports in the other. Crankcase compression is used.

Having a capacity of 750 c.c. as against the 600 c.c. of the D.K.W., the Ilo engine is stated to develop a maximum torque of 50 lb ft.

Independent suspension is used at front and rear, transverse leaf springs

# NEWS and VIEWS
## continued

forming the upper members. The short lower links operate directly on piston-type shock absorbers. The chassis frame consists of two straight, parallel side members of box section, joined by cross-members of the same section, extended to form outriggers for the body.

On the Ilo-engined model the crankshaft will be placed longitudinally, driving forward through the single-plate clutch to the four-speed gear box. The gear change is by a push-pull pistol grip lever in the centre of the facia. The drive is taken to a differential located between gear box and engine.

British components include Lucas electrical equipment, Smiths instruments, Lockheed brakes, Sankey wheels, Wilmot Breeden steering wheel, bumpers and body fittings.

General dimensions are: Wheelbase 8ft 6in, front track 3ft 11⅝in, rear 4ft 3⅛in; ground clearance 8½in. Length 14ft 3¼in, height 5ft 2¼in, width 5ft 1½in.

The Danish D.K.W. as it appeared at the Copenhagen Show.

### Roadfaring

THE first of a series of pocked-sized books called *The Roadfaring Guides*, by Reginald Wellbye, has been published by Phœnix House Ltd., Dunhams Lane, Letchworth, Hertfordshire. It gives comprehensive maps of Cornwall, Devon, Dorset, Somerset and part of Wiltshire and Hampshire, with sections on the literary and historical background. The book is intended for the motorist, cyclist, or walker, and is available from booksellers, price 5s.

### Motoring Abroad

FOR the benefit of the thousands of motorists who now look to Continental countries for their holidays, the A.A. has issued a booklet called *Preliminary Arrangements for a Motor Tour on the Continent*.

Under such headings as "Arranging Your Continental Tour—What it Entails," "The Countries You Want to Visit," "Shipping Reservations," "The Documents in the Case," "The G.B. Plate," "Money," and "At the Port," the reader is provided with a fund of essential information.

The last section of the booklet, in question and answer form, ensures that the potential Continental visitor is completely familiar with every necessary detail of the procedure.

The booklet is free to members.

# GOVERNMENT DEFEAT ON PETROL

DURING the debate in the House of Commons on coal and oil supplies, which led to the Government's defeat (see also page 391), many members raised the future of petrol rationing and made suggestions to relieve the present system of control.

Mr. Erroll, a Conservative, said the one most immediate practical way of reducing the dollar element in oil would be to use the great Haifa refinery which at present was lying idle because it was receiving no crude oil from Iraq. The loss of Haifa represented something of the order of four million tons of petroleum products a year. He declared that there was no shortage in this country of red petrol, and said if there was evidence that a large number of red petrol coupons were not being used, the petrol supplies which those coupons represented could quite properly be applied to increasing the ration for the private motorist.

Mr. N. H. Lever, a Labour member, suggested rationing by price. If the price of petrol were doubled, the effect would be to bring the consumption by private cars roughly into line with demand, set up a free market and produce a substantial profit for the Ministry of Fuel and Power. It was high time that the rationing system for private cars was wound up. It was "complete poppycock" that, five years after the end of the war, the Ministry still maintained the solemn and expensive pretence that it was sitting in judgment on 2,000,000 separate claims and assessing their relative social merit and importance.

Mr. Geoffrey Lloyd, Conservative, speaking of oil supplies in the Middle East, said that these, taking the fair figure of £7 a ton, were of the value of between £500 million and £600 million a year. Probably £100 million worth of it came here which Britain would otherwise have to buy in dollars if it did not, and the remaining £400 million or £500 million worth was exported to other countries, some of them in the sterling area and some of them outside it. It was a tremendous figure, but its importance was only fully appreciated when it was realized that this oil ranked as an invisible export in the foreign exchange account of this country. It was clearly important to expand British oil production as quickly as possible, and it was certain that from the quantity of oil reserves and the availability of crude oil we could certainly double the present British petroleum output, which would bring it up to the figure of about 160 million tons.

### Quarter Dollar Oil

On the consumption side, he said that in the sterling area it was running at about 43 million tons. Of this, the United Kingdom consumed about 19 million tons. In both cases about a quarter of this was dollar oil, and three-quarters was sterling oil. Britain had to face the fact that petroleum consumption was steadily rising. Of the 19 million tons, when other needs had been met, there remained some 370,000 tons for the standard ration, plus 100,000 tons for the summer bonus, making 470,000 tons in all. That was less than 10 per cent of the United Kingdom petrol consumption, and 2.5 per cent of British controlled production of petrol.

He hoped the Parliamentary Secretary would tell them what was the dollar cost of doubling the standard ration.

Mr. Robens: 12 million dollars.

Mr. Lloyd said he did not agree. He calculated that it would be 8¾ million dollars if it were done by using American petrol, and only one million dollars if it were done by the use of Persian crude oil which was refined in a British refinery in that country.

He estimated that to abolish rationing completely in this country an extra 1½ million tons of petrol would be needed, and that to do the same thing in the rest of the Empire another one million tons would be required, making perhaps 2½ million tons in all. He asked for the Government's opinion on those figures. He also asked them what had been the experience in Australia since the abolition of rationing. It should also be borne in mind that in recent months the shortage of petroleum which had existed since the war had disappeared, and large surpluses had come into existence. He regretted the dispute between the United Kingdom and United States Governments, stating that in fact, while the British motorist was on a starvation diet, there was being waged across the Atlantic a kind of trade battle of rival petroleum surpluses.

Mr. Robens, in an unnecessarily provocative reply, said it was perfectly clear that the oil used in the sterling area and sold by the American companies was dollar oil. The oil sold by the British companies, which was sold in the sterling area, had a substantial dollar element, too. Wherever British oil was produced there was a dollar element. It would vary from concession to concession, but the average dollar content of sterling oil was about 30 per cent.

After, the Government was defeated by 283 votes to 257, a defeat which is ascribed in many quarters to the feeling of injustice over the petrol ration.

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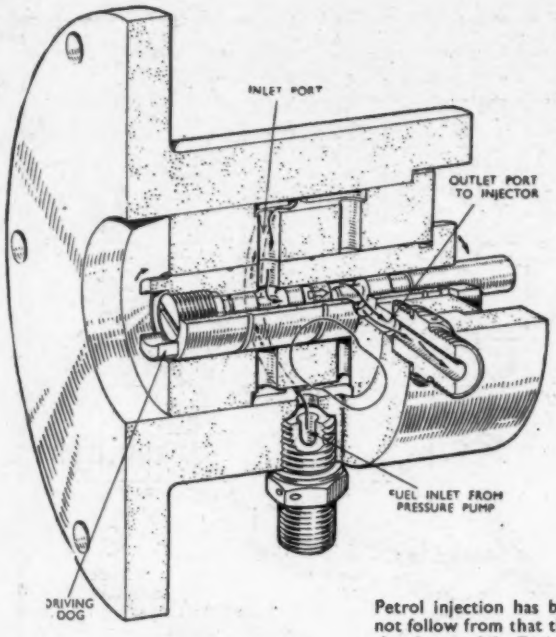



Fig. 1. The metering distributor, which has to give accurate and consistent deliveries.

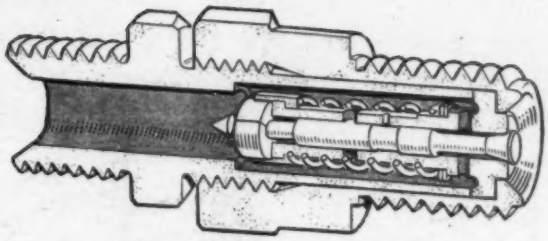


Fig. 2. Working on the poppet valve principle, the injector gives an atomized spray.

# The Case for PETROL INJECTION

## EXPERIMENTS SHOW THAT A FUEL SAVING OF 10 TO 15 PER CENT AND AN INCREASE OF MAXIMUM POWER OF 15 TO 20 PER CENT CAN BE OBTAINED

**Petrol injection has been used by aircraft engineers for a considerable time, but it does not follow from that that petrol injection is suitable for car engines. A paper read before the Automobile Division of the Institution of Mechanical Engineers on Tuesday last by R. Barrington, M.Sc., A.M.I.Mech.E., and E. W. Downing, Research Engineers of Joseph Lucas, Ltd., describes the development of petrol injection equipment and the results carried out in experiments with it.**

UNLESS petrol injection can produce unique and desirable features of performance, say the authors of the paper on the subject of this interesting development, the merits must be assessed upon the relation of fuel saving to first cost. While the cost can be estimated with some accuracy, the amount of fuel saved under widely varying conditions of service can be ascertained only by trial. A petrol injection system was, therefore, evolved to incorporate as many as possible of the features which seemed desirable. This was bench tested in conjunction with a four-cylinder 1,400 c.c. overhead valve engine with a compression ratio of 6.5 to 1 and has run on the road for 20,000 miles with promising reliability and improved economy.

The fuel system is built around the need for accurate metering and consistent atomization over the whole load and speed range of modern high-speed engines. The chief elements are: (a) the constant pressure pump, (b) the metering distributor, (c) the atomizers, and (d) the mixture control. The mixture control operates on the metering distributor and the other units are connected by pipes disposed according to the type of installation. The metering distributor is interposed between the pressure pump and the nozzles and connects the appropriate nozzle to the fuel pressure supply at the right time, permitting only a metered quantity of fuel to pass.

From bench tests it was found that a minimum pressure of 75 lb per sq in was needed to produce good atomization in the small spray-angle nozzles developed for this work. It was, therefore, decided to develop a system around a pressure source of 100 lb per sq in, and a motor-driven aircraft pump with its associated pressure control, set to give a steady 100 lb per sq in at all flows, was used for bench testing.

The construction of the metering distributor is shown in Fig. 1. The unit consists of a rotating sleeve carrying two ports drilled at right-angles to one another, but displaced axially. Inside the sleeve is a free piston which shuttles, under the influence of fuel flow, between a fixed and a controllable stop. The sleeve, driven at half engine speed through a dog, rotates in a body which has four inlet ports connected through a common feed to the inlet from the pressure pump. In a plane at 90 degrees to the inlet ports, four outlet ports lead to the injectors for each cylinder.

In operation, suppose that fuel is entering the rear upper feed-port, flowing along the sleeve bore and displacing the free piston towards the control stop. This action discharges fuel from between the piston and the control stop, through the port in the sleeve, which is now opposite an injector port in the body, and thus to the nozzle situated in the appropriate cylinder, or manifold branch. When the free piston reaches the control stop there is no further fuel flow, and continued rotation of the sleeve completes the cut-off to that cylinder.

### Next Cylinder

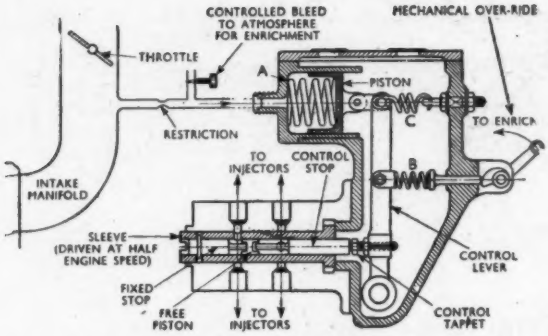
With the sleeve at the position for injection to the next cylinder in sequence, the port at the front of the sleeve is now over the lower front feed-port, whilst the rear sleeve-port is opposite the next injection port. Fuel flow along the sleeve bore is now reversed, the free piston travelling an exactly equal distance back to the fixed stop at the rear of the sleeve. This displaces an equal quantity of fuel through the next injector and, upon reaching the stop, flow once more ceases. Rotation continues, bringing this rear sleeve-port once more over a feed-port so that reversal occurs again, with distribution to a third cylinder, and so on.

The travel of the piston between stops determines the quantity of fuel injected, and the control stop is positioned by either a hand control unit for bench testing, or the mixture control in the final arrangement.

Fig. 2 shows the type of injector used throughout this work. The injectors are required to give good atomization at 100 lb per sq in and to function as perfect stop-valves during periods between injections. Preliminary tests had shown that, in order to prevent troubles from particles of dirt, fuel oxidation products and suchlike, it was better to ensure that the poppet valve in operation vibrated at high frequency, clear of its seat, before finally closing. Under those conditions the valve never appeared to stick in the open position, thus spoiling subsequent injections.

This discovery led to the development of a set of nozzles of the type shown, which gave an atomized spray from opening to closing, with no post-dribble, and which were later shown to be thoroughly reliable during 20,000 miles of service.

Fig. 3 shows the outline of the air manifold and the construction of a simple mixture control. During full throttle operation, air pressure is sensibly equal on both sides of the air piston, and the control tappet takes up a position determined by the initial loading on the springs A and B and the constant fuel pressure acting on the control stop. During part-throttle operation, the manifold depression is applied to the rear of the air piston and atmospheric pressure forces the piston and control lever to the left, reducing the shuttle travel, until a new position of equilibrium is found in which the tension spring C comes into use. Through this linear system of springs and levers, it is possible to obtain characteristics which represent quite closely the fuel requirements of an engine. For full load



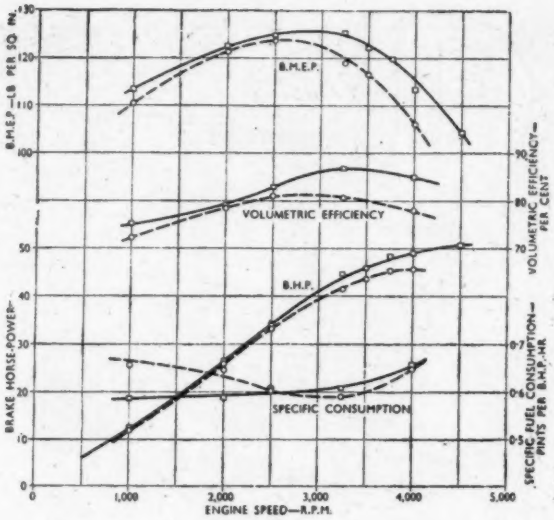




**Fig. 3. The air manifold and mixture control developed for the experiments. Right: Performance figures for the petrol injection engine compared with those obtained from a similar engine with normal carburettor. The broken line indicates the ordinary carburettor.**

## PETROL INJECTION . . . . . continued

operation, the mixture is made richer to obtain maximum power.

The performance with the mixture control in action was settled after engine tests had established the relationship between manifold depression and fuel requirements.

Chief features of this system are:—

(1) The common bore and stroke (variable) used for metering, eliminates the problem of matching individual pumping elements.

(2) Metering is in no way dependent upon nozzle characteristics, and there is no need to match nozzle performance to close limits.

(3) The degree of atomization is constant over the whole of the speed and load range; the metering distributor has merely a metering and distributing function, and the nozzles in action are always at the constant line pressure.

(4) As nozzle line pressure is constant, accurate control over nozzle operation is possible.

(5) The start of injection is fixed relative to the engine. As the quantity of injected fuel is increased, the time of injection lengthens.

The aim of the bench tests was to enable a comparison to be made of the optimum performance of the engine with both petrol injection and carburettor systems. The data obtained could then be used for the design of an automatic mixture control and the associated ignition advance curves. The first tests were to investigate the effect of varying the location of the injector and the timing of injection. Cylinder head injection was disappointing as regards economy. Penetration of the spray is excessive for small cylinders, so that fuel is lost by contact with the cylinder walls and passes the piston rings into the sump. Inlet port injection gave better results. Manifold injection about 2½in from the inlet valve gave the best overall performance.

Timing was varied for all positions of the injectors, but did not appear to be critical. The final decision was to inject during the induction stroke when the air velocity in that branch of the manifold was approaching a maximum. For bench test 45 degrees after top dead centre was used and later, on road tests, this was altered to 90 degrees after.

During the early tests the smooth running and very stable idling were notable. Under light load idling could be taken down to 150 r.p.m., or 300 r.p.m. with a free engine.

Results derived from an examination of mixture loops taken over the speed range at full load for both carburettor and petrol injection systems with optimum ignition show that the gain in power with petrol injection increased over the speed range up to a maximum of 8 per cent at 4,000 r.p.m. Specific consumption showed a little difference above 2,500 r.p.m., but below this speed there was an appreciable advantage increasing to nearly 12 per cent at 1,000 r.p.m. At part load it was evident that, with the petrol injection system, regular firing could be attained with a much weaker average mixture strength than with the carburettor.

These tests were made by hand control of the mixture, but road results with either carburettor or injector must depend upon the degree to which the automatic control meets the requirements of the engine. The mixture control was developed to give as nearly as possible the optimum performance as derived from the mixture loops, and final engine tests were run off to provide a direct comparison between petrol injection and the carburettor. The results are shown in the graph on this page. With petrol injection the engine developed up to a maximum of 6 per cent more power at 3,250 r.p.m., but the full load specific consumption was similar to that of the carburettor over most of the speed range. The improvement over the carburettor in consumption at part loads is between 18 and 26 per cent at 1,000 r.p.m. and above.

# *WHAT'S ON AT EASTER*

THE post-war austerity version of the famous M.C.C. Land's End Trial will be run tomorrow, starting at 9 a.m. in Lynton, Devon, and covering a route of just over 50 miles. Among the well-known hills which are included are Beggar's Roost, Doverhay and Lyn Hill. A good entry has been received.

Also tomorrow is the Lydstep hill-climb, organized by the Tenby M.C. and the only event of its kind in South Wales. An excellent entry of sports and 500 c.c. racing cars has been received—first climb 1.30 p.m.

Two long-distance events which start tomorrow are the Highland Three Days' Trial and the Circuit of Ireland Trial. The former starts from the Scottish Automobile Company's Royal Garage, Wallace Street, Stirling, at 10 a.m.; the three days' runs are 82, 30 and 103 miles in length respectively, and the finish is at the Castle Hotel, Glen Devon, Perthshire. The Irish event, for which a record entry of 168 cars has been received, will start simultaneously in Belfast and Dublin and cover a 1,000-mile route round Ireland back to Belfast.

The four main events in the Goodwood meeting on Easter Monday—which start at 1.30 p.m., will of themselves ensure the success of the meeting, but in addition there are three handicap events.

Apart from the first appearance of the H.W.M. cars and the 1,100 c.c. Coopers, much interest will centre on R. R. C. Waker's ex-Habershon Delage, now completely rebuilt by Jack Playford, with Wade supercharger and preselector gear box, which will be driven by Tony Rolt, and the A.J.B., which should by now have its new five-speed gear box and sundry other modifications.

### GOODWOOD ENTRIES

#### RICHMOND TROPHY (Formula 1)

Maserati 1,496 s (Baron E. de Graffenried, B. Bira, R. Parnell, D. Hampshire, P. Fotheringham Parker, C. Murray); Ferrari 1,497 s (P. N. Whitehead); E.R.A. 1,488 s (P. D. C. Walker, T. C. Harrison, A. G. Whitehead, B. N. Shawe-Taylor); Delage 1,498 s (A. P. R. Rolt); H.W.M. 1,960 (O. Abecassis); Alta 1,491 s (G. M. Watson); A.J.B. 4,425 (A. J. Butterworth).

#### 500 c.c. RACE

Cooper (R. M. Dryden, P. K. Braid, C. A. N. May, J. F. Westcott, K. E. Carter, W. T. Leigh, S. A. Coldham, B. Tye, Sir F. Samuelson, P. J. Collins, P. W. K. Page, J. N. Cooper); F.H.B. (P. H. Bacon); Barton-Turner (D. F. Truman); G. W. M. (G. W. Mullard); Pugh Spl (N. Pugh); J.B.S. (A. Bottoms); Trimax (S. Rhiando); Blue Flash Spl (D. G. Flather); Emeryson Spl (P. Emery). Reserves, Iota (F. Aikens); Cooper (G. H. Symonds, K. Watkins).

#### LAVANT CUP (2,000 c.c. and 1,100 c.c.)

Cooper 1,097 (J. N. Cooper, M. A. H. Christie, W. S. Aston, E. Brandon); Cooper-H.R.D. 998 (W. J. Whitehouse, E. Winterbottom); M.G. 1,087 s (R. W. Jacobs, B. de Lissa); H. W. Alta 1,960 (T. M. Meyer); H.W.M. 1,960 (G. Abecassis, J. Heath, A. A. Baring); Cromard Spl 1,767 (B. G. de Mattos); O.B.M. 1,971 (O. Moore); Healey 1,987 (R. M. Dryden); Reserves, Heath-J.A.P. 996 (C. Heath); Frazer-Nash 1,971 (T. A. D. Crook); Cooper 998 (J. V. Green).

#### CHICHESTER CUP

Maserati 1,496 s (de Graffenried, B. Bira, R. Parnell, D. Hampshire, J. D. Hamilton); Ferrari 1,497 s (P. N. Whitehead); E.R.A. 1,980 s (F. R. Gerard); E.R.A. 1,488 s (P. D. C. Walker, T. C. Harrison, A. G. Whitehead); Delage 1,498 s (A. P. R. Rolt); H.W.M. 1,960 (G. Abecassis, Stirling Moss); C. D. L. 1,498 s (M.C. Chorlton); Alfa-Romeo 3,800 s (R. D. Poore). Reserves, Alfa-Romeo 2,992 s (J. L. Goodhew); Delage 1,484 s (J. W. Rowley); Maserati 2,640 s (R. Dutt).

COCKPIT CAMEOS 6

# Stirling Moss—Rising Star

SINCE the war you often hear people of the racing and competition world say that there are no new drivers coming along to take the place of those who have become famous in the history of motoring sport. Nothing could be more untrue. The present position is that without Brooklands, or any track of similar instructional possibilities, it is a little harder for those aspiring to race to learn the initial part of racing technique; while the present difficulty in obtaining any form of suitable racing car, together with the expense that has to be faced, makes it more difficult than ever for the new men to achieve their ambition.

But the men are there; in fact, more people are enthusiastically interested in competition driving than ever before in the long history of motor sport. Now, of the comparatively few men who have come to the forefront since the war, Stirling Moss is one of the most prominent. Coming from a family specially interested in sport, for his sister is a horsewoman of note, while his father drove a great deal in Brooklands races, Moss has had from the very beginning that style which means so much. For one thing, he drove fast straightaway; so fast that many people became a little anxious lest enthusiasm should outrun discretion, and were happily proved wrong. For another, he really understood how a car could be got round a corner, and obtained results quite obviously by continuing unchecked where so many others cut off. To do this without falling into the trap which results in sensational wild skidding—the general fireworks of the inexperienced before spectators—was unusual and promising. Then a long string of successes, and a certain calmness when not successful, were of value.

So far Moss has driven chiefly with the 500 c.c. and developments thereof, all of special type, and as an individual. Some time this season he will probably have the chance to show that he is not just a specialist in the Formula III cars, but a driver who can handle any type of racing car as requisite. There is no doubt that Moss will succeed, for he has more balance, more method, than is apparent in most people.

It remains to be hoped that he will have his chance to drive in a fully organized team, without financial responsibility, and that he will gain experience in long races for the sports type of car; nothing can improve technique better.

CASQUE.

"A beautifully controlled plunge down into the village"—Charvil Lane ends in this hill down to the river.

# SONNING and SEWAGE

## AN IDYLLIC VILLAGE—AND A MOST UNFORTUNATE PLAN

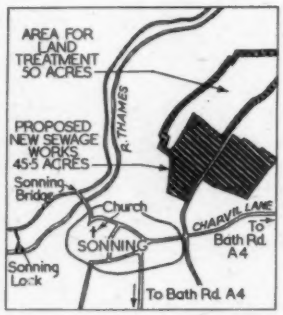
BY MICHAEL BROWN

AMONGST the many glories of this country I would rate the Thames as the most glorious; but then I am a river addict. And, amongst the many glories of the Thames, Sonning stands very high. It has been described by many writers as the best of the Thames-side villages, although one or two have objected that, like Pangbourne, Wargrave, and Goring and Streatley, Sonning has grown so big that it must be called a town.

I would not subscribe to that, being unwilling to stimulate megalomania on the banks of the Thames. Sonning, to me—and, I am sure, to every overseas visitor—is the idyllic English village. If you approach it from the Bath Road by Charvil Lane (which leaves A4 by the Wee Waif roadhouse), you will see what I mean. The lane is narrowly haphazard; but so it should be, for one would not expect chervil to grow along a by-pass, and presumably it is from chervil that the name is derived. Charvil Lane rides high for a moment at the brink of the Thames Valley, and then it takes a beautifully controlled plunge down to the river. One moment your car is on a level with the chimney pots and the next it is lurking with cydonia japonica at the foot of the sunbaked walls.

And what walls they are—black and white, yellow-red, or occasionally stone (though the taste is intrusive, for this is not stone country); with such walls go an equal variety of windows—mullioned, dormer, diamond-paned—looking out on to gardens that reveal the greenest of fingers, even if the greenness is owed to a substantial income and the nearness of the King's seedsman and a well-known rose grower who boasts the biblical name of Elisha.

From this you will gather that Sonning is consciously beautiful. It is. Our more acid weeklies would describe it as bourgeois, to which I would add the footnote that if this is bourgeois count me amongst the despised, for to the general taste Sonning is "such a pretty place," and the general taste matters. Sonning is like Beethoven; it appeals to the man who "knows what he likes," and fortunately for the sanity of the race such men are in the majority.

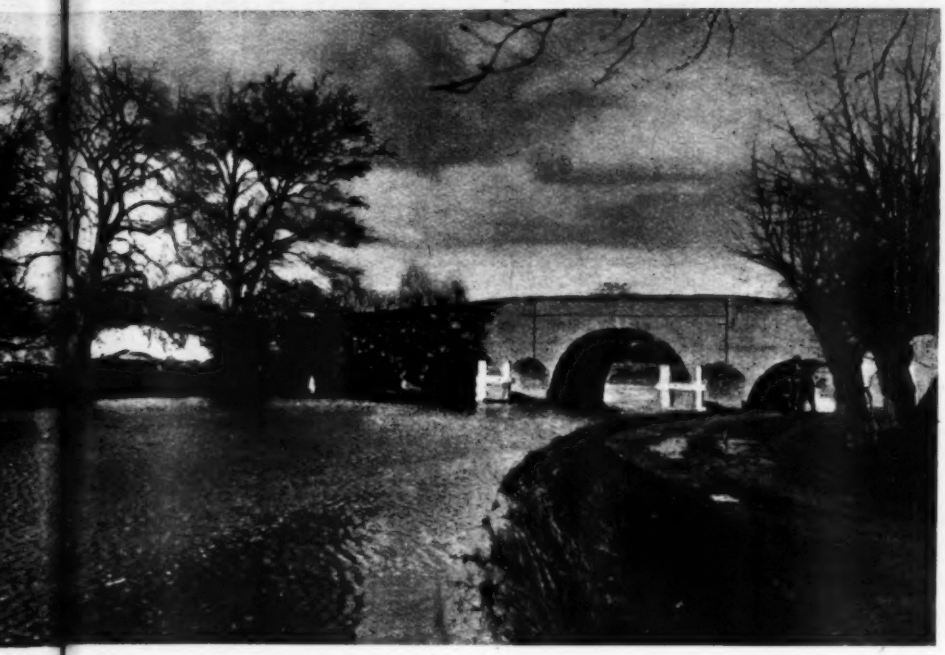



The village is, of course, dominated by the Thames, which has flowed out of Reading on its way down to the North Sea, past the recreation ground and the gasometer, the transformer station and the aforesaid seedsman's grounds. Then it has suddenly had its ponderous passage broken by a couple of islets on which the osiers grow, the mud squelches, and the yellow reeds whisper in the March breezes. If you land on these islets you may muse that they are in as primeval a state as they were a thousand years ago, and should be left to the swans and moorhens as a midstream sanctuary. The moorhens will appreciate this, but the Thames swans—hardened beggars all—will encourage your punt unmercifully if a crust of bread is occasionally thrown overboard. Past the islands the river is healed again for the wholehearted thrust down to Sonning Lock, winner of the "prettiest lock" competition, held by the Thames Conservancy, for twenty-five years in succession, which fact will give some idea of the virtues of Sonning Lock as a showpiece.

Downstream again are the mill and the bridge. The bridge is dominant, for it has fourteen brick arches and is one of the finest over the Thames; it is also one of the most dangerous for road users, but not one of them would wish to have it replaced for that reason. Seen under the branches of the horse chestnut, which droop elegantly until, at their tips, the brown and sticky buds—bursting now—turn up to the light, the bridge makes one realize that the most harmonious pictorial compositions of man are derived from tradition.

Beyond the bridge hotel lawns reach down to the river's edge on the right bank, the millstream swirls in on the left, and then the Thames is out again into typical Thames country—water meadows, rich and green, everywhere fringed with the thirsty osier.

Alongside the lock, the bridge, and the stretch of river between, the few streets of Sonning climb and descend the side of the valley. You can drive slowly round, or you can park (with some difficulty on a spring Sunday)



**"The bridge makes one realize that the most harmonious pictorial compositions of man are derived from tradition."**

and peregrinate on foot. Either way the same thoughts will strike you; that to shop in one of the grocery stores must ease the irritating fiddlesomeness of coupon-snipping; that to bank at such a branch must make even overdrafts a pleasure, and that tea and scones at any of the teashops must really be tea and scones (if you are in the know you might ask for lardy cake). You will admire Lutyens' ability in the Deanery, and note that the church is E.E. and Perp. The hotels remain country pubs in looks, and to come ashore on a hot summer night after a pole down to Wargrave and back, in order to sit and down the watery pint, remains a pleasure which Englishmen and most foreigners will enjoy, weak beer and Exchequer duties notwithstanding.

There is the picture, painted in traditional oils and with a Munnings brush. On the delicately tinted canvas the Reading Town Council has daubed a violent red. Just outside Sonning it proposes to build a large sewage disposal works.

Now it must seem to the insensitive that every proposal to increase the amenities of civilization meets with a howl of protest. Reading, with its 100,000 people, must dispose of its sewage. But there is a sense of fitness about these things, and this sense has been outraged by the plan. Sewage disposal plants are not pleasant places, as old Brooklands habitués will agree. One does not make a compost heap alongside the rosebed. Consequently Sonning's protest has been loud and long, and it is supported by no less a person than the Vice-Chancellor of Reading University, Sir Frank Stenton, for the University would have to abandon its farm in the neighbourhood. As Reading University has a first-class reputation for agriculture, the town would seem to be cutting off its nose to spite its own face.

The motorist is not called upon to carry a flag of protest on his car over this business, which is largely local, however international its ultimate effect. No roads will be closed to cars, no privileges taken away. But he cannot help regretting such an error in taste as is contained in the plan. If you do not agree, go down to Sonning on a June evening and think it over again.

It is perfect. You are in the rosebed and the scent of Etoile de Hollande is in the air. Ought it to be mingled with that of the compost heap?

**"And what walls they are—black and white, yellow-red, or occasionally stone."**

# Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

## Worthies

DETOURS, on the average run, are nowadays a luxury that is often forgon I feel that a measure of civilization will have again been granted us when it is possible to remark, with some hope of following it up, "I wonder where that signpost *really* leads?"

A test run in Hampshire that finished earlier than usual this month permitted some delectable exploration of the road that leads from Winchester up the Itchen valley, where all the villages, in some way or other, are worthy. There is Kings Worthy, Abbot's Worthy, Martyr Worthy, and not far away, over the hill, is Worthy Down. A delicious progression, and if I were one of those descriptive scribes I would continue for many more paragraphs about this valley, and—now—its indefinable vernal feeling, caused perhaps by the longer evenings, though the leaf as yet is slight. But the suggestion is sufficient for that, and for the fine brimming instants of chalk stream, seen from bends in the small but adequate road. There are certain places that go down in my mental diary for visiting later in the year, and this valley is one of them.

✦ ✦ ✦

## Close Quarters

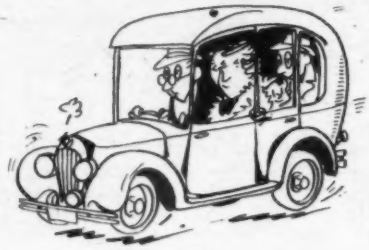
AN alarmed exclamation from a fellow-motorist who was watching me come out of the garage the other day made me realize that some of the little tricks of the trade that one employs are not known by everyone. "Steady!" he called, "you're very close this side." I knew that well enough, but continued with confidence, and without a glance at the side on which he was standing. The reason was easy. I have long worked out how much minimum clearance on the left side of the car means in maximum clearance on the right, and consequently when I am reversing out of the garage I stick my head out of the right-hand window and drive out without exceeding the eight inches that I know I have to spare. The same thing applies going in; moreover, I know the exact spot in which the car needs to be in order to allow the garage door to shut while still giving me room to move round the front of the car if I need to; a convenient nail in the wall has to be alongside the window pillar by my right shoulder.

Alarmed exclamation.

✦ ✦ ✦

## Aged Bodies

BEFORE the war there was quite a tendency to scorn such smaller cars as had rather massively built bodies. "Over-bodied and underpowered," one used to hear, "and they won't last." Well, we no longer speculate about longevity in cars—practical experiment has been forced upon us—and we have learned that mechanical bits can be renewed time and again, but that big jobs on coachwork are very, very costly indeed. Such sturdily built bodies as those on the original Swallow Standards and Austin Sevens, the old Wolseley Hornets and Riley Nines, seem to go on and on; all these bodies, I remember, met contemporary criticism as being rather too solid.



On and on.

✦ ✦ ✦

## Danger—Minor Road

WHAT a problem road junctions are! As Michael Brown has pointed out in his reports on the work of the Road Research Laboratory, these junctions are our number one danger spots. Fly-over construction cannot be contemplated as a practical alternative for many years and, in any case, the junctions I have in mind are those, mostly insignificant in appearance, which are found on widely used, but nevertheless secondary, roads. The outskirts of cities are full of them and when working one's way from one main approach to another, constant slowdowns are the rule.

The only reasonably practical solution, frequently suggested, seems to be the posting of appropriate signs on *all* junctions. The cost, of course, would be substantial, but what an immense contribution it would be to road safety and the reduction of travelling time!

The only danger is the omission. If *nearly* all junctions were signed, the exception would be even more dangerous. Even with the junctions already signed, doubts exist about whether the road one is using is the major or not. Some kind of sign of the "you are on the major road" type would be a great help and, once this became known, it would make for extra caution on the minor roads.

✦ ✦ ✦

## Problem

WHERE the Walton-Feltham road crosses the Hampton Court to Staines road in the Thames Valley a lorry was parked bridging the contact strip, so that other traffic could pass only over the outer end. The lights refused to change. Nine of us waited for ten minutes; there was a good deal of profanity, while all in turn jumped on the exposed portion of the track switch.

When it became obvious that nothing availed, an argument as to the correct drill arose. No one knew it. We could not cross against the red. Nor could we act as traffic police. We could not move the lorry or find the driver. It was decided to 'phone the police but at that juncture a car approached from the other side of the crossing and operated that track switch. We left.

Jumped on the exposed portion.

✦ ✦ ✦

## Synthetics and Flints

FOLLOWING my remarks about the front tyres, on a friend's car, which were very liberally embedded with flints, readers have kindly written to ask me whether the tyres in question were synthetics.

I have now made the inquiry and found that this is the case. It appears that, apart from such tyres being prone to holding flints, the cuts so caused tend to become progressively worse, unlike those in real rubber, which remain unchanged through further tyre wear. The effect in time, with synthetics, is a very ragged appearance.

# Let me see...

Right away an Austin strikes you as being a trim, nice-looking job—sound as a bell. But make yourself hard to satisfy. Have a good look at the coachwork . . . the finish . . . the upholstery. Close the doors and see how tightly they fit; wind the windows up and down—notice their smooth travel—and then test the solidity of the panels and wings. Nothing's been skimped, outside or in. Your eyes didn't deceive you—this car *is* as well-built as it looks. Austin build them to last.

**AN AUSTIN** *LASTS LONGER*

**—you can depend on it!**

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

This medallion is the distinguishing mark of a car tyre unequalled in strength, durability and performance.

# DUNLOP 'FORT'

*In a Class by Itself*

50H/105

# SPRING PROSPECTS

Two views of the Lancia Aurelia, the new six-cylinder car with 1,754 c.c. engine to replace the famous Aprilia. The lines are less angular than on the previous car but front and rear overhang is again kept to the minimum. First public view will be at the Turin Show, opening on May 4.

## NEW CONTINENTAL CARS WHICH MAY MAKE NEWS IN THE NEXT FEW MONTHS BY GORDON WILKINS

THIS is the season when the air is thick with rumours of new sports and racing cars, and with the approach of the Turin Show there is a lot of talk of new production models which may be revealed. When I was in Turin recently production of the Lancia Aprilia had been stopped and plans were well advanced for the manufacture of the new model, the Lancia Aurelia. Full details of this car will be revealed when it appears at the Turin Show on May 4, but meanwhile it is possible to publish two photographs which show the external appearance. The manufacturers have adopted a modern body style with the inevitable accompaniment of more sheet metalwork on the car, but it is still a compact one with the wheels at the corners and the seats well-within the wheelbase. The engine is a six-cylinder unit of 1,754 c.c., a new departure for Lancia, and output is expected to be about 65 b.h.p. A separate chassis is being supplied for coachbuilders, and several drop-head coupés are now nearing completion for the show.

### 2-litre Alfa

At Alfa-Romeo, Ing. Alessio is at work on a 2-litre car aimed at a rather wider market than the patrician sports models produced by this company for so long. The engine is a four-cylinder unit which is expected to give about 75 b.h.p., but it is doubtful whether anything of this car will be seen at the Turin Show.

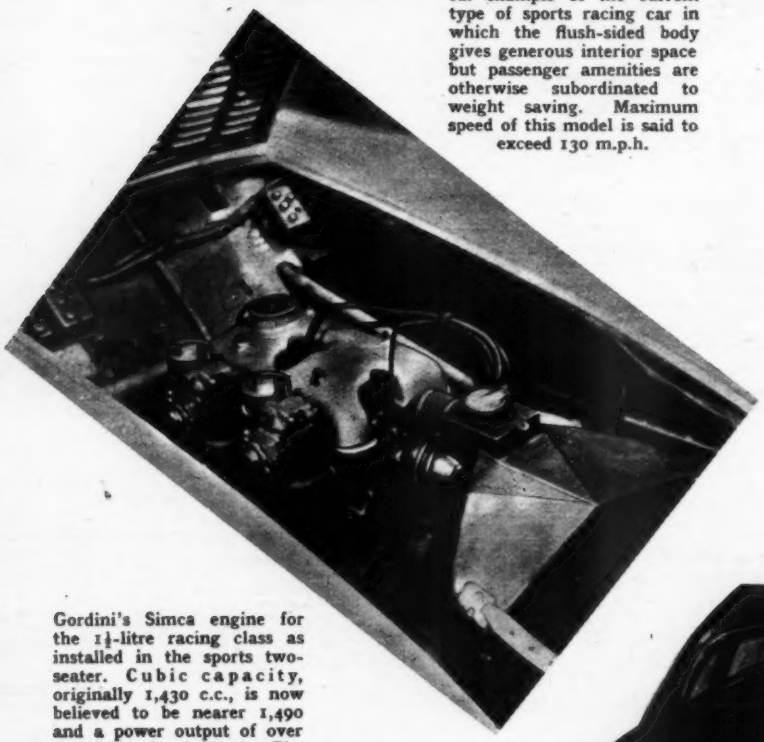
Bianchi is another manufacturer whose name is coupled with talk of new models. Before the war a four-cylinder car was made, but no post-war cars have yet been announced. The Milan factory has been completely reconstructed after being totally wrecked in 1943, and a new light truck is already in production with a four-cylinder o.h.v. push-rod engine of 1,808 c.c. There is no definite news of plans for the production of cars but I did manage to have a look at a modernized Bianchi car now running on the road with a modern body of rather unusual line. The front suspension is similar in general layout to that used on the new commercial vehicle. It has a big lower wishbone pivoted parallel to the centre line of the chassis, bearing on a coil spring which passes through the fork of a small upper wishbone, and there is a telescopic damper in the middle of the coil. Rear suspension is half-elliptic. The radiator grille is a little reminiscent of some of the more elaborate radar aerials and the luggage locker lid opens sideways like those of Ghia's latest bodies for the Fiat 1400.

The closed racing car is now so well developed for races like Le Mans and the Mille Miglia that the problem of differentiating between touring and sports models is acute, and efforts are being

Although it is not yet known whether Bianchi will re-enter the passenger car market this modernized car with independent front suspension by coil springs was recently seen on the road in Northern Italy.

Wheels and door arrangement are reminiscent of the Aprilia, but the Lancia Aurelia has more body space and more room for luggage.

The Gordini Simca, a successful example of the current type of sports racing car in which the flush-sided body gives generous interior space but passenger amenities are otherwise subordinated to weight saving. Maximum speed of this model is said to exceed 130 m.p.h.



Gordini's Simca engine for the 1½-litre racing class as installed in the sports two-seater. Cubic capacity, originally 1,430 c.c., is now believed to be nearer 1,490 and a power output of over 100 b.h.p. is obtained. The photograph shows how the two centre plugs are located in a recess in the cover over the rockers working the inclined valves.

## Spring Prospects . continued

made in Italy to solve the problem by new methods of classification.

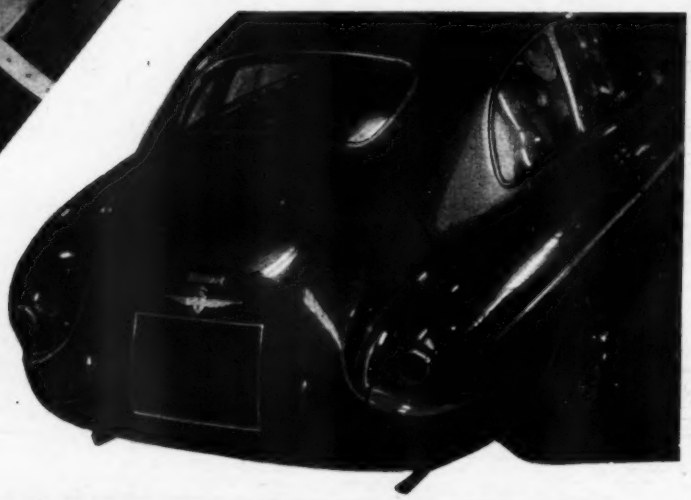
The aim is to establish a category known as "Gran Turismo Internazionale," which will produce cars suitable not only for sports car racing but also might even be applicable to the long-distance rallies such as the Monte Carlo and the Alpine Trial. Chassis, tyres, wheels, brakes, suspension, steering, cylinder block, head and electrical equipment must all conform to catalogue, and minimum dimensions for bodywork are laid down according to engine size.

One rule is the insistence on the fact that sports cars shall use 80 octane fuel. This has hit Ferrari rather hard as the power available from the 2-litre engine is thus reduced by anything up to 20 b.h.p. Sports Ferraris are therefore running with a single Weber carburettor having double chokes feeding into a water-jacketed manifold. Meanwhile, Ing. Colombo has responded to the challenge by producing a new 3-litre engine. Two cars will run with this engine in the Mille Miglia, probably driven by Villoresi and Ascari, and will provide stern competition for the all-conquering Biondetti on his XK120 Jaguar.

The four Marzotto brothers, members of the wealthy Italian textile family, have each bought a Ferrari, each stipulating that his car shall be faster than that of his brothers! One of them will be driving the blue coupé seen at Geneva. This is said to weigh only 1,760 lb, and the photograph below of the door construction shows one example of the way in which weight has been saved.

Another example of the highly developed flyweight racing car built to run in the sports car events is the Simca Gordini which was also seen at Geneva with two-seater streamline coachwork. This gave a rare opportunity of having a look at the 1,440 c.c., four-cylinder engine developed from the modest Simca 1100 touring unit. With its inclined valve head and twin carburettors feeding separate twin manifolds this unit is credited with over 100 b.h.p. There is one plug at each end of the head and the other two are reached through a hole in the centre of the valve cover.

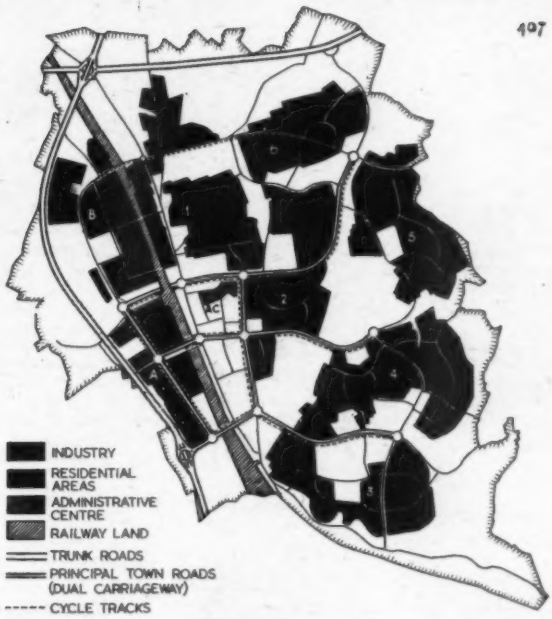
An interesting detail of style on the Ferrari Mille Miglia coupé is the moulding of the tail to harmonize with the lines of the front end panelling.



The colander technique as applied to the light alloy doors on the Ferrari sports racing coupé. The metal is covered with a flock spray to save the weight of normal inside trimming.

# NEW TOWN TRAFFIC PLANS

## INTELLIGENT SEGREGATIONAL PLANNING: ORIGINAL CONCEPT OF CYCLEWAYS




*This is a simplified version of the plan for Stevenage New Town, and shows the fan-shaped network of principal town roads with which the accompanying article is concerned. The straight section on the left of the network is the industrial spine.*

TURN right up the narrow lane by the Roebuck which leads to Aston (the Roebuck is on A1, just north of Knebworth) and you will eventually come to Aston House; just before, you will have had your ups and downs, with occasional semi-distant views, and you may have noticed that you are in the Home Counties gravel belt. Curiously, just beyond Aston, your car will begin to make those long sweeps over the hill shoulders that one associates with chalk downs, and sure enough the spring ploughing is turning up white. Here the vistas are wider, and away to the north the landscapes are attractive. You are looking towards Stevenage, one of the first of the New Towns.

The land over which you have looked is the raw material for the inhabitants of Aston House, for this is the home of the Stevenage Development Corporation. The country around is theirs to make or mar—a heavy responsibility. How are they going about the job?

The writer was concerned to find out only from the point of view of the traffic and, as a result, spent a morning with Mr. G. E. Hardy, chief engineer, and his colleagues, going over the plans. The experience was refreshing. None of these men is old; but equally, none of them is sufficiently downy of face (or eccentric of shirt) to arouse misgiving in the beholder. If the rural must disappear beneath the urban it is better if the disappearance is in sober hands; for that let us be thankful.

### Fresh Outlook

Indeed, the new roads of Stevenage promise originality, for there is a freshness of outlook about the new town highway planning that is most encouraging. Segregation is to be applied with intelligence, and it is difficult to see any reason why it should not work. It looks as if the motorist, encountering Stevenage for the first time in, perhaps, a dozen years from now, will wonder into what traffic Utopia his turbocar has conveyed him.

The process of road planning for a new town is so interesting as to be worth recounting. Study for a moment the plan on these pages in order to grasp the layout of the new town. Areas one to six are where the people will live; areas A and B are where most of them will work. Centrally (AC) is the administrative area, and bordering the new town on the west and north are the trunk by-pass routes, north-south and east-west. The principal town roads, with which we are concerned, tend to be fan-shaped, therefore, with the spread of the fan towards the residential areas, and the highway engineer faces the question: "What sort of roads shall they be?"

In these scientific days the answer is not what Bill thinks, modified by George's suggestions. Mr. Hardy states the theory in his report *(Road System in the New Town)*. In doing so, he reveals that freshness of outlook previously referred to, for paragraph 2 begins with the categoric (and true) statement that "Traffic routes are made by the user. They are only created by the builder when he successfully anticipates what the user will be happy to do." That is what the main-road network attempts to do—provide the user with a route that he is only too happy to use.

To decide the volume of traffic using the roads was a careful mathematical calculation, supported by studies in various parts of the country (Welwyn Garden City, Slough, Greenford, Trafford Park, Guildford and Spalding were among them). The traffic counts suggested that special attention should be given to pedestrians, cyclists (36 per cent of road accidents involve pedestrians and cyclists) and buses, and to the prevention of parking on the highway.

Main conclusions as to traffic flow were that greatest intensity would be between 5 and 6 p.m. (workers to homes), with lesser peaks for the morning rush to work. The Corporation rejects the idea that staggering of hours can be expected to prove much of a palliative; they subscribe to the sound and fundamental belief that civilization must be organized to serve humanity, not humanity regimented to suit civilization. But they point out that traffic does not flow regularly, but pulses, and have taken pulse figures in order to determine road capacity, selecting three times the estimated peak hourly flow.

A difficult task was to decide method of transportation of workers. On the basis that people will be willing to walk one mile each way to work, or cycle up to three miles, the following figures were postulated:—

| | Cars | Bus | Cycle | Pedestrians |
|---|---|---|---|---|
| | % | % | % | % |
| Inner Neighbourhoods (1 and 2) | 8 | 38 | 46 | 8 |
| Outer Neighbourhoods (3, 4, 5 and 6) ... ... ... | 20 | 28-55 | 28-40 | Nil |

The variations in numbers of cyclists in the outer neighbourhoods must be expected owing to distance and gradient.

From this sort of calculation it will be seen that modern road planning is becoming a precision job, and we are led on to the actual system. The residential roads may be dismissed, with the comment on the nice use of the word "sanctuary" in connection with them; the mind conjures up placid traffic movement in sunshine, the odd perambulator being wheeled towards the shops, and housewives gossiping at the gate. The main road system, however, is sub-arterial, planned for smooth traffic movement, and has one original stretch which is causing some discussion between the various authorities. This is the "industrial spine" running north and south through the factory area. The Corporation sees it as a development road capable of handling all traffic to and from factories, not as something arterial; however, "straightening out the spine" is only

# New Town Traffic Plans continued.

one of the Corporation's many small incidental problems.

From the start the Stevenage engineers were determined to segregate the traffic as much as possible and they have some decided views on cycle tracks. They do not like them, and they propose to use a type that they term cycleways, in order to shake off the stigma of existing bad examples of tracks. Their cycleway will be a two-way cycle road, independent of vehicle routes (though they may run parallel at times), which will run directly from residential areas to focal points. It will pass *under* vehicle roads at intersections.

The planning is done with careful attention to psychology. Where temptation exists to join the vehicle way such features as gradient are being used to encourage the two-wheeler to keep to his track; he is being given plenty of space (minimum 9ft for width) and a good surface, which is not concrete and bump-bump-bump intersections. Similar tracks are to be provided for pedestrians, and here the humanity of the engineer's job peeps out, because he takes as a standard the pram; consequently minimum width for the pedestrian way will be 6ft, so that two prams can pass, and gradients will be gentle. Realism comes back with the statement that pedestrians and cyclists are "mutually antagonistic" as traffic, and consequently care is being taken that the cycleway does not become a pedestrian way and vice versa. But—oh joy!—*no compulsion is envisaged*. Humanity is to be served, not ordered.

From the main road network, therefore, the slow cyclist and the snail-like pedestrian should be absent; there is left the stationary vehicle, notably the bus. For the bus lay-bys will be used, and they may ultimately be employed, if conditions warrant them, for casual stoppers, but this may not be necessary. A wide grass verge will look after the occasional vehicle in trouble, which will be able to draw off the road. In the town itself, parking accommodation for 2,000 vehicles is being provided.

An interesting innovation is likely to be the double-deck bridge, examples of which may be used over the railway; this would take the cycle and pedestrian way on the lower deck. Such provisions have not yet been definitely fixed.

The Corporation is determined to keep the traffic moving. "Traffic lights," it says, "must be looked upon only as a palliative for inadequate layouts on existing road systems." It is a pity that this is not more widely appreciated elsewhere, notably in Wandsworth, London, where three traffic light sets are now encountered on East Hill, two of which serve, it would seem, only the purpose of getting traffic snarled up on a gradient. Local authorities have gone mad on coloured lights. Stevenage will use the roundabout wherever possible, in two cases with flyover facilities for the trunk route. The cloverleaf is not envisaged.

The Corporation arrives at an average traffic lane capacity of 900 vehicles per hour, which agrees with other authorities using different methods of calculation, and also with actual counts. On this basis, therefore, the main roads are treated with reservation, having a width of about 200ft overall, with 22ft carriageways and a maximum gradient of 1 in 30. The majority are twin-track.

Interesting details are that the drainage will be across a straight section sloping to one side of the road (half a camber!), and that no services will be laid under the roads if this can possibly be avoided. Verges (grass) will, in some instances, be wide enough to permit the occasional planting of forest trees in clumps, at which road users will rejoice, much as they admire the ubiquitous *prunus*, and an imaginative touch is the suggestion that bracken and heather might separate the cycle and pedestrian ways. Kerbs will be mountable, and all marginal obstructions will be set back 18in from the kerb line.

It is plain that Stevenage is going to be an interesting town to drive through when the network is constructed, and it provides a first-class opportunity for British road engineers to show that they are capable of constructing traffic routes to challenge any in the world for utility and beauty. To judge from the plans and the men behind them it can safely be said that a good beginning has been made, and there is no reason to suppose that any of the suggestions will be over-ridden. W. M. A. B.

*An artist's impression of one of the principal town road junctions, based on the proposals. Note the underpass for cycleway and pedestrian way; gradient disadvantages are shared by each class of traffic, the cycleway descending at the junction and the traffic way ascending. The artist has probably been more formal than modern outlook would desire, and flanking trees are unlikely to be regularly spaced, informal grouping being considered more pleasing æsthetically nowadays.*

# NEW YORK NOTE BOOK

- THE REAL MAXIMUM SPEEDS OF U.S. MODELS
- CROWDS THRONG TO SEE THE NEW SMALL KAISER
- CENSUS SHOWS AVERAGE RUN IS ONLY 15 MILES

**Members of the contest board and activities committee of the Sports Car Club of America attended a joint meeting in Washington, D.C., to discuss plans and draft policy for all 1950 S.C.C.A. events. The picture was taken when they inspected a Healey Silverstone at Jack Pry's European cars showroom. Left to right: S. Hempstone Oliver, Reginald S. Smith, Alec Ulmann, Russ C. Sceli, Nils B. Mickleson, George B. Weaver, Miles Collier, Wm. B. Milliken, Jr., and seated in car, Cameron R. Argetsinger.**

## THOSE ELUSIVE MILES PER HOUR

MORE nonsense having at sundry times been talked about the speed of stock American sedans (whose manufacturers, incidentally, make no speed claims whatever) than about anything else since the craze for fishing stories, a recent article on the subject by that progressive American consumer magazine *Road and Track* came as a refreshing breath of sanity. In this article, titled "Wott'le She Do?", authoritatively written with the object of "thoroughly disillusioning the Joe Blows with their 120 m.p.h. Flash-O-Matic products," a fifth-wheel table of maximum speeds is submitted.

Here is how they stack up by makes: 96 m.p.h., Cadillac, Packard 160; 94 m.p.h., Oldsmobile 8, Lincoln; 93 m.p.h., Buick 70; 92 m.p.h., Ford V8, Hudson 6 and 8, Packard 150; 91 m.p.h., Chrysler 8; 90 m.p.h., Ford 6; 88 m.p.h., Buick 40-50, Packard 135; 87 m.p.h., Mercury, Pontiac 8; 86 m.p.h., Chrysler 6; 85 m.p.h., De Soto, Nash Ambassador, Oldsmobile 6; 84 m.p.h., Dodge, Kaiser-Frazer, Studebaker Commander; 83 m.p.h., Plymouth; 80 m.p.h. and under, Pontiac 6, Nash 600, Chevrolet, Studebaker Champion, Willys 6 and 4.

Incidentally, the correct speed of the Plymouth is of interest to me because for several months in 1948 I happened to own one of these dependable cars, and any time at all I pushed reasonably hard on the gas pedal I could get the speedometer to read 90 or 91 m.p.h. without difficulty. This made me feel wonderful until one day a stock M.G. caught me on a straight stretch and went by quite easily while my foot was nearly on the boards.

## PROBABLE WINNER

THE new small Kaiser, now being shown to the public for the first time and likely to go into full-scale production around June, is one of the most attractive propositions to emerge from the purlieus of Detroit in a long time. For two weeks and more, enormous crowds have been thronging the Kaiser-Frazer showrooms on Broadway and orders are, I understand, being taken hand over fist.

Although this prodigy remains to be named (large cash prizes are being offered in connection with the search for a suitable name) it is very obviously what the American motorist of moderate means has patiently been waiting for, even if his name for it is proving a bit elusive. With four comfortable seats, at least 20 cu ft of luggage space, reasonable suspension and steering, a wheelbase of about 8ft 9in (exact measurements haven't been revealed yet) and a new four-cylinder 72 h.p. Willys engine with overhead inlet and side-by-side exhaust valves, giving an excellent power-weight ratio, its success is assured, particularly at the rumoured price of around $1,250.

It is said that a six-cylinder Willys engine of slightly higher power will be available at an additional $75, which isn't going to bust anybody.

### More Surprises?

Nash-Kelvinator, incidentally, is another "independent" about to spring a somewhat analogous surprise on the public. Then, too, highly paid spies in various quarters have reported that practically all the major automobile companies now possess finalized blue-prints which would enable them to pull small cars out of the bag if the need arose.

They are all waiting, it seems, to observe which way the cat is going to jump, although that must have been fairly obvious some time ago. When, in a mid-March address to the Society of Automotive Engineers in Detroit, Mr. J. H. Wells, of Austin, declared: "The small automobile has firmly established a place for itself in the American market since the War," he was merely stating a fact. His further statement that, "There is a current demand for 2,500,000 small cars just among the families which can afford to use a second automobile," was also

# NEW YORK NOTEBOOK . . . . . continued

a realistic observation, certainly as far as the writer can judge.

To go back a couple of years, a most thorough survey of this question, titled, "Do Americans Want a Small, Light Car?" and carried out by Mr. Edward R. Grace, Vice-president of Grant Advertising Inc., revealed a number of very pertinent facts.

This survey, covering sixteen representative American cities, from New York, with a population of 7,500,000, to Weslaco's 7,500 inhabitants, provided a highly indicative cross-section of national opinion; yet 72.7 per cent of all those who answered the questionnaire expressed the definite view that there was need of a small car, and that Detroit should build one. These people said, also, that they would buy such a car in preference to the existing low-priced models. Of that 72.7 per cent a 67 per cent majority declared they would buy it as a first (or only) car, while 32 per cent wanted it in addition to another car.

Among the 5.7 per cent of people who replied specifically to the question about engine power, 20.8 per cent (the highest proportion) wanted something developing between 70 and 80 h.p. Six-cylinder engines got the highest vote with 59.2 per cent of all respondents, while 61.2 per cent thought the price should not exceed $1,000—a bit of wishful thinking in these post-war times, even in regard to a mass-produced Detroit car. All replies, without exception, came from actual drivers, better qualified to know what they wanted than casual passengers, and the reasons they gave for wanting to buy this smaller car were (in that order): lower price, reduced maintenance costs, and greater driving convenience.

## THE OWNERS

NOW let's take a brief look at a few other realities appearing in an article titled "Those Big Fat Cars," by Mr. Alfred H. Sinks, well-known Cleveland journalist, and published in *Harper's Magazine*. The average American family consists of 3.5 persons and about half that number (1.7) comprises the average payload of the average car on the average trip. Adequate space for four passengers would, therefore, meet the normal needs of 90 per cent of American families. Remembering also that the average length of all motor trips outside city limits is confined to 15 miles and that (by actual road counts) only 2.3 trips in every hundred exceed a hundred miles, it becomes questionable whether practical Americans really want automobiles 19ft long from bumper to bumper, occupying a hundred square feet of valuable highway space.

There's also the interesting pointer that about 40 per cent of the country's overall mileage is dedicated to brief trips with the object of meeting commuter trains, going on shopping expeditions, taking the children to school or visiting local friends.

### The Passengers

It seems, therefore, that whether he travels alone or carries one or two people, the American driver is constantly paying heavy freight for another four or five non-existent passengers (and possibly 200 lb of imaginary luggage) in terms of gas consumption, tyre wear, general upkeep and, last but not least, nervous frustration in trying to steer and park one of these mammoths along the unbelievably congested streets of big cities.

The point of all this is perhaps worth a little thought. If the successful launching of small cars by Kaiser and Nash really starts the ball rolling in that direction, we simply haven't a hope of trying to compete against Detroit on a value-for-money basis. The sports car market is something else again, and there the British machine still is selling against virtually no opposition. But in the realm of the small saloon we are going to feel very unhappy. By running with the tide our manufacturers could even then enjoy a sales fillip for the good reason that there's room for everybody and that we have an individualistic way of building and finishing our small family cars which appeals to a good many Americans, no matter what else may be offering.

However, we would have to increase wheelbase by some ten inches and power by an equal number of horses while at the same time slashing prices by at least ten times twenty dollars. Perhaps it isn't worth while.

## SAFETY AWARD

THE vast General Motors concern, manufacturing Cadillac, Buick, Pontiac and Chevrolet cars, goes to the top of the class for safety with a record of only 2.5 accidents per million man-hours of work. For the sixth time since 1943 and the fourth year in succession, General Motors employees have received from the National Safety Council the plaque recording the award for Distinguished Service to Safety. Last year was the best as regards safety in all General Motors' history. It seems, too, that the G.M. Ideas Department put in some overtime during 1949. More than 67,000 ideas submitted by employees as being beneficial to the company in one way or another were carefully examined.

## MOVIE MAGNATE . . .

WELL, not quite, but Quentin Keynes (now firmly in business making "shorts" in the U.S.) has done a wonderful job with a version in colour of last year's Bridgehampton road race. Continuity, clarity, action and camera angles are all top-notch, and some skilful editing has resulted in a really taut film of the kind enthusiasts delight in beholding. Quentin Keynes' company, Unifilms Inc., is marketing 8 and 16 mm prints of this movie for a modest sum that will enable all the keen types to relive many times those exciting moments, whether they participated or merely spectated. It is hoped to exhibit this film at the British Motor Show which will open in the Grand Central Palace, New York, April 15—an adequate place in which to offer greater scope for the recognition of a deserving effort.

## TRUE STORY DEPT.

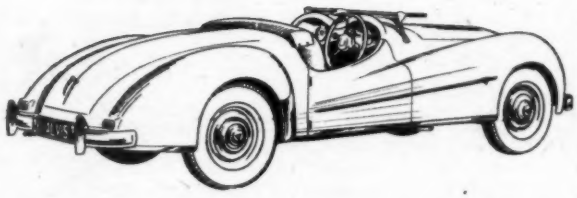
I HAPPENED the other day to be admiring one of those exquisite, low-slung and rakish little Simca 8s (1,221 c.c. push-rod engine) fitted with a Farina convertible body that's mostly aluminium and now being distributed in the Eastern U.S. by the Hoffman Motor Car Company of Park Avenue, New York. While I stood there, taking a deep and wistful breath, two of the *cognoscenti*, attired in leather jerkins, halted their stroll to nod approvingly (the car was parked in the street, just outside the showroom). "Cute little buggy!" quoth the first. "Wonder what it is?" The second shrugged, then began a minute tour of outward inspection that took him right around the car, obviously in search of emblems. "It don't say nothin'," he remarked, scratching his head. "Must be a name someplace."

Then an idea came to him and the upper part of his body disappeared through the open window as he went into rapt contemplation of the instrument panel. For a long moment nothing but his hindquarters was visible to the public, but then he emerged wearing the satisfied grin of the man who has found the answer. "It's an H-U-I-L-E!" he said triumphantly.

JOHN BENTLEY.

# ALVIS

## *Individuality*



A striking combination of graceful lines and quiet effortless performance the Alvis Fourteen Special Sports Tourer has, embodied in its design, all the famous qualities of the true Alvis tradition with its reputation for the highest quality workmanship, high performance and utmost reliability under exacting conditions, with a strikingly beautiful but practical body

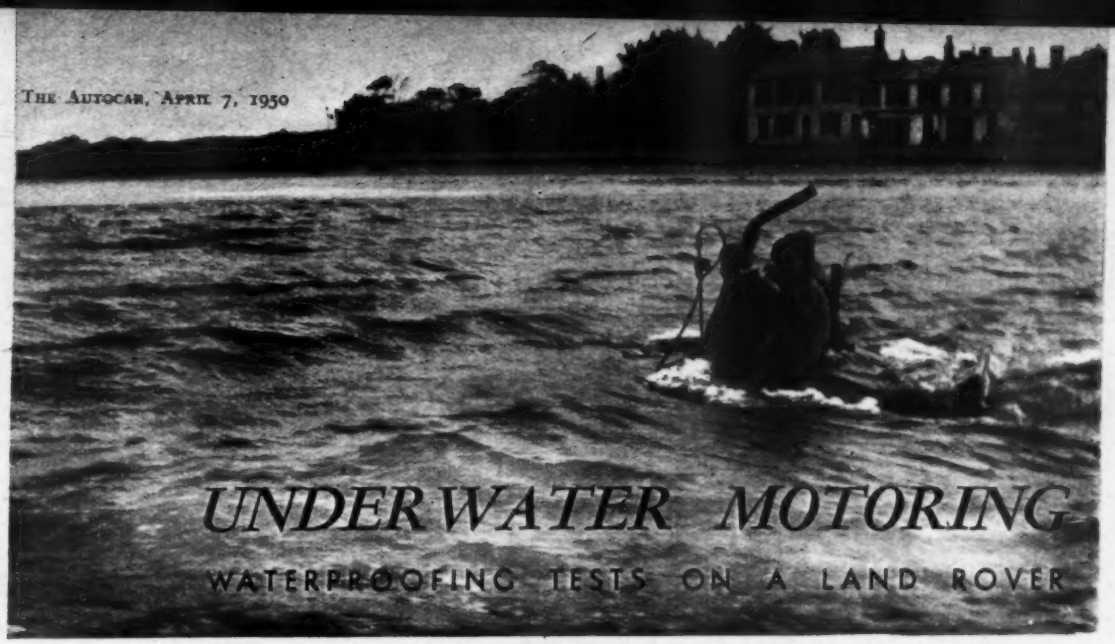
**ALVIS LIMITED**

COVENTRY · ENGLAND

# With an eye to the future

## F.A. Cup Final - April 29th.

## CLEVELAND PETROLS LATER



# UNDERWATER MOTORING

## WATERPROOFING TESTS ON A LAND ROVER

**"Three heads, two bits of piping and a tachometer proceeding without visible means of support."**

INSTOW BEACH, near Bideford, in Devon, has been attracting motorists since the Red Flag days. And no wonder, for the Devon coast is a motorist's paradise.

But my motoring down there recently was stern stuff. A half-gale was whipping in from the sea, the bar was a line of furious surf, and the waters of the estuary, grey and cold as the sky, were streaked and flecked with foam. I was wearing a canvas diving suit.

On the previous evening I had been a guest of Lt. Commander Hawksworth, R.N., in the wardroom of his L.C.T., which lay a couple of hundred yards off Instow Beach. There's a tonic quality in the hospitality of the Royal Navy which never fails to impress me, particularly in these austerity days. And preceded by a windy trip by DUKW to the craft, and a scramble up a totally inadequate rope ladder, the cosiness and companionship of a wardroom warms the very cockles of the heart.

Amongst those present was Major Kennedy, of R.E.M.E., the commanding officer of a local unit, whose sole object in life is to render waterproof every single piece of equipment used by the modern army. Hence my visit to Bideford. Next morning a Land Rover, duly waterproofed, was to undergo "wading trials" from ship to shore. With the second round of drinks I had secured myself a berth in the vehicle for this unusual event.

The Land Rover was a normal production model. As far as I could see there was no revolutionary change in the method of waterproofing from that employed in the later invasions of the war. The materials used, however, have been improved. A combination of grease and asbestos fibre encased the carburettor, coil, pump and instruments; a plastic paste, further protected by varnish, covered the plug leads and electrical gear generally, and anti-corrosive paint guarded the aluminium castings.

A rubber hose was led from the carburettor air intake, up a side member of the windscreen, to terminate several inches above roof height. A small-bore breather pipe to the fuel tank was similarly erected. Above the centre of the screen a waterproofed tachometer was mounted. The hood was up, but open at the back, and rolled back from the driving seat; side screens were fitted.

The object of the exercise was to drive this vehicle for six minutes in deep water, run ashore and, without any servicing or adjustment, complete a 20-mile road journey at speed. The load was to be a crew of three, 7cwt of pig iron in the Land Rover, and a two-wheeled trailer containing a further half-ton of ironmongery. Holes were drilled in the trailer to shed the heavy load of water on beaching.

Just after nine o'clock next morning, as soon as the tide was right, the bow doors of our tank landing craft were opened, and the two hefty beach armoured recovery vehicles which were to play their part in the operation moved forward on their caterpillar tracks. They roared down the ramp in a smother of foam, and scuttled off like giant water-beetles to lay our course with marker-buoys. Then, in a matter of minutes, we climbed aboard our own vehicle—Major Kennedy at the wheel, Staff Sergeant Elsip in the centre, and myself on the left. With the hand throttle set for peak revs, a little over 4,000 on the tachometer, we engaged the bottom gear of 40 to 1 to the four-wheeled drive and rolled forward and down the ramp.

### Under the Waves

In something like a second, the bonnet disappeared in a miniature whirlpool, a wave climbed the windscreen and deluged the cockpit, and I found myself chest-deep in swirling water, gasping for breath as the cold pierced clean through my canvas diving-suit. The water temperature was below 45 deg F.

Clear of the ramp, we turned parallel to the shore. It seemed incredible, but the little vehicle under our feet, completely submerged, was forging ahead at about five miles an hour; perhaps speed in knots would be more appropriate.

The turn brought us slap into wind, and even when we were standing on the flat seats the waves were throwing water into our faces. The intrepid Kennedy, forced to stoop a little to keep his hands on the wheel, was half drowned and blinded by icy water. He'd wanted waves to make it a real test, and he was getting them—two feet six at a time.

The occupants of our attendant DUKW, including Rover's representative, appeared to find the situation vastly amusing. To the assembled spectators on shore the sight of three heads, two bits of piping and a tachometer proceeding without visible means of support through something like Act 1 of *The Tempest*, must have savoured of witchcraft, to say the least.

A hundred and fifty struggling yards, and the tachometer, when I could see it, showed falling revs. It had steadied at about 2,700 when we turned into wind. With an all-square frontal area of some 15 sq feet, plus the action of the waves, I dreaded to think what water resistance the vehicle was overcoming.

Another 150 yards, and some nasty-looking surf on the port bow; the revs dropping fast. We jerked once, and stopped. The starter refused!

The watchful recovery crew surged forward to our assistance, immune from all but spray atop their converted Sherman tank. But from the moment we stopped the waves, slap on our beam, tried hard to roll us over, and we could feel the Land Rover lifting beneath our feet. Frankly I found this a most unpleasant sensation. But with great dexterity a towing shackle was cast on from the recovery vehicle, and in a matter of minutes we were swept to the shore in the wake of our rescuers.

Safe on the beach, it was the work of seconds to transfer the tow to a normal vehicle, and we were whisked off towards the unit, while Major Kennedy tried to restart on the clutch, and warmed the raw air with a few well-chosen phrases. At the workshops my only remaining ambition was to climb into a nice big fire, but my companions were under the bonnet almost before we stopped rolling.

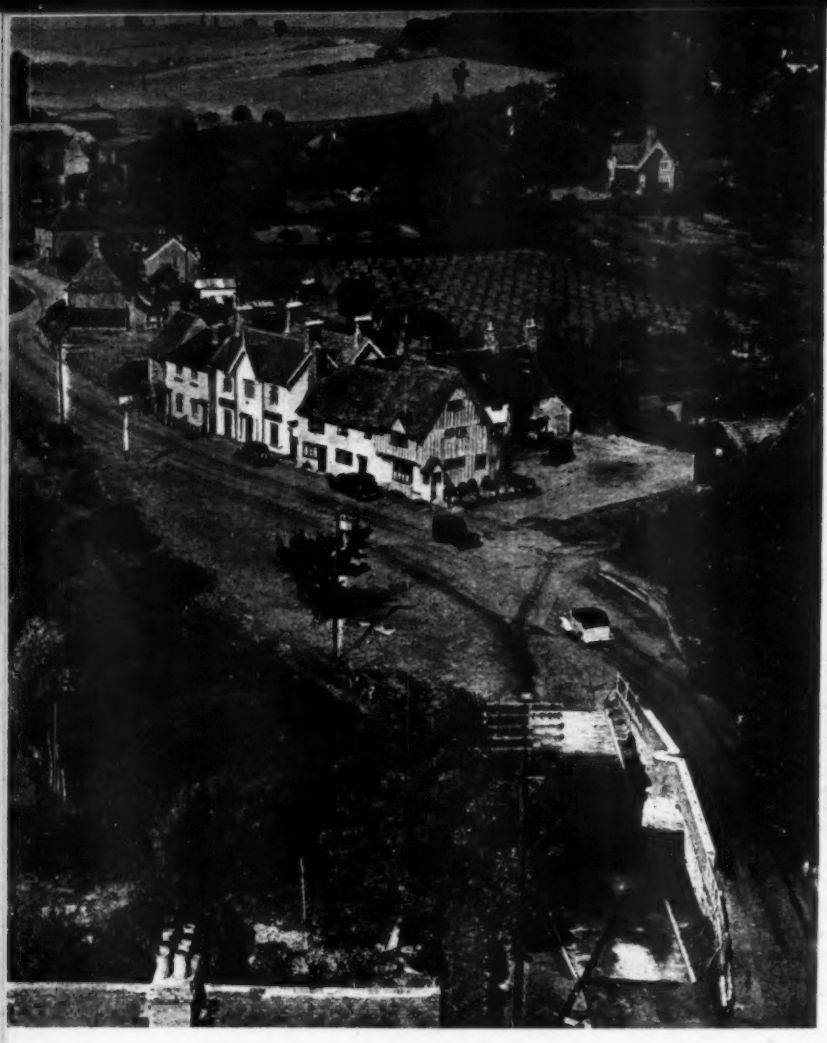
The dip-stick revealed no water in the sump, and Kennedy took heart. The first attempt had let in 26 pints, the second ten, but now at least the block and crankcase were waterproof.

While we were drying off in the C.O.'s office, the fuel pump was reported to have been the culprit, and salt water had played no part in the failure.

Next day the Army's aquatic chauffeur telephoned me to say that he had just successfully completed the Land Rover wading trials, along with the 20-mile run ashore.

It had been snowing at the time!

R. B.



In many places the fruit blossom is the crowning glory of the season and Eynsford, Kent, is famous for its cherry orchards. The picture was taken from the top of the church spire, which was re-shingled last year. The village has a 15th-century two-arched bridge and early half-timbered buildings. It figures in Roman and Saxon history.

# CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

## VINDICTIVE LAWS

### Anomalous Motoring Convictions

[62603.]—Two motoring offences were reported in a recent issue of my local paper. In one, the defendant was the owner of a small business in which he used a van and a car. For the van he received red petrol, and for the car a supplementary ration of white petrol. On the occasion in question, the van having broken down, he delivered some goods with the car, but used red petrol issued for the van. He was fined £25, his driving licence was suspended for a year, and the vehicle licence was also suspended for a year.

The second defendant was the owner of a lorry. He was convicted of stealing petrol from the tank of a Post Office van in a car park. He said he was short of petrol, and wanted it to do a job with his lorry. He had six previous convictions. He was fined £5.

In the first case, a man used his own petrol for the purpose for which it was issued, but in the wrong vehicle, and received a very severe sentence. In the second, a man with a bad previous record was convicted of stealing petrol, and escaped lightly. Exceptional times may call for exceptional measures, but no legal system which allows such anomalies as this can command the respect and support of the community for long.

Barnet, Hertfordshire. TREVOR JUKES.

## BABY, IT'S COLD OUT THERE

### An Icy Letter from Minnesota

[62604.]—I have noted with some amusement, which I hope you will pardon, recent articles in your estimable journal regarding the Horrors of Winter Driving. You folks don't know how lucky you are!

How many of your readers have tried motoring in a winter climate where the temperature rarely exceeds 20 deg below zero Fahrenheit, and frequently ranges down to 30 and 40 below zero? It's great fun. One day this winter the temperature here deployed for skirmish with the natives at 50 deg below zero, or an invigorating 82 deg below freezing point. It was so cold many pine trees burst open with a sound like a cannon shot (so help me!) and yet many cars were to be seen that day puttering around the streets as if it were only 20 below. Our cars in past years have ceased to have starting handles, which are useless around here anyway, since no one can hand-crank an American 4,000 c.c. engine at such extremes of temperature; thus the starting motor must handle the job. Needless to say, an extremely potent anti-freeze mixture must repose in the cooling system, the battery (that puny little old six-volter) must be in tip-top shape, and the oil must be thin. Letter [62527] is absolutely correct, and the writer may be interested to know that many motorists here use oil with a No. 5 viscosity rating, or use No. 10 diluted with kerosene.

An article in the March 3 issue regarding testing near Winnipeg of British car heating systems states that the testing company subscribes to ". . . the belief that injection of fresh warmed air into the interior of the car is necessary to real internal comfort, as opposed to heating and circulating the air that is already within the car." This is not just a belief—it is a fact long since recognized by Detroit, which has turned out such marvels of efficiency as the heating and ventilating systems on the Buick, Nash and Studebaker, to name a few. These machines, of the thermostatically controlled fresh air induction type, are the only ones which will cope with a northern U.S. winter. In any of the cars mentioned it is entirely possible to drive in shirt-sleeves at temperatures of 50, 60 and 70 deg below freezing. On one occasion, with the temperature at 42 deg below freezing and with a 40 m.p.h. wind whipping up a thick snowstorm, I drove a 1947 Buick convertible with its thin fabric hood a distance of a bit under 150 miles in about three hours. With the car's heating system functioning at half-capacity, I drove the entire distance with both front window ventilating wings open.

If any of your engineers want to test their cars in cold weather operation, this is the place to bring them. But don't forget your ear-muffs—it gets a mite nippy!

Bemidji, Minnesota, U.S.A. PAUL EBERT.

## NEW CAR DELIVERY

### The Overseas Customer's Viewpoint

[62605.]—In answer to letters [62476] and [62477] from Mr. Donald H. James and Mr. W. L. Woodward, F.I.M.I., defending the method of driving new cars to the docks for shipment overseas, it might be of interest to have a report from overseas upon the condition of some of the engines when the cylinder head is removed for the decarbonizing after 5,000 miles

# CORRESPONDENCE . . . . . continued

or so. The average Australian motorist runs his cars in most carefully, especially if he has paid £800 or £1,000 for them, as most of us do. Although few motorists do their own mechanical work, many of us have a strange curiosity to see the inside of the engine when it is taken down. It only means a trip back to the garage an hour or two after the job has been started.

In Perth, Western Australia, where I live, quite a number of my acquaintances who have run their new cars in very carefully have been annoyed to find that the cars were using too much oil, and upon removal of the cylinder head, they found scored cylinder walls. In some cases the pistons were removed, and it was found that the rings were seized up into the pistons. In these cases new pistons were fitted, but the owners were then disgusted with the cars and sold them.

How does Mr. James know whether one or two of the many bearings in a new engine are a bit tight? We Australians would much prefer that Mr. James and his co-drivers did not take liberties with cars for which we are going to pay a big price.

In conclusion, I would like to say that we find most of the new English cars give excellent service, but we do not like having to decarbonize them every 5,000 miles because of bad pinking. Why not bring down the compression slightly? Also there are too many sticking valves in the side-valve engines. Could this not be overcome by fitting stronger valve springs?

I hope this letter is not too full of criticism, but feel that you should hear the view of overseas buyers.

Perth, W. Australia. K. KNAPP.

## THE BENZOLE MYSTERY

### Idle Plants That Once Were Worked

[62606.]—I was very pleased to read your leading article of March 24. I have been hoping this matter would be brought to light. Nearly all gasworks have benzole recovery plants, but only a few are being worked at present. During the war it was compulsory to extract benzole, but nowadays gasworks managers made weird excuses for not working the plants—inferior coal, and so on. They appear quite indifferent to the national interest, as their salaries are assured, profits or no profits, under nationalization. Perhaps when Marshall Aid has ended the plants will be worked again.

It does appear ridiculous to spend millions on erecting imported oil refineries for solvents, and such like, in this country, when similar and better quality products can be extracted from our coal. $C_6 H_6$.

Manchester.

## GRAPHITE

### Good for Use as Upper Cylinder Lubricant

[62607.]—I have noticed with interest your reply to a correspondent regarding the use of colloidal graphite in fuel (March 24), and in view of the fact that my company has manufactured a cylinder lubricant containing colloidal graphite for many years, I trust I may be allowed to contradict your statement.

During the time our product has been on the market I have found that great advantage has been obtained by the use of colloidal graphite in all types of fuel oils, and whilst I agree that colloidal graphite does give advantages if used in lubricating oils, I would maintain that there is no finer material available to lubricate those inaccessible and extremely heated parts of the cylinder of the modern internal combustion engine.

Should your correspondent desire to contact me regarding the general use of colloidal graphite in vehicles, I will do my utmost to be of service to him.

Nottingham. R. SELLS, Vel-va-Lube Co., Ltd.

## TWIN CARBURETTORS

### Light Has Broken at Last

[62608.]—I have just recovered after perusing Mr. C. W. Marshall's letter [62552], and thinking how much time I have wasted on balancing twin S.U.s, when by the simple process of lowering the float chamber level of one I would have had the effect of a supercharger, without all the messy belts and things. That masterpiece, the non-patented "Fairy Two-fingered Flooder," which enabled me to tickle both "carbs" without opening the bonnet, is also non-essential. Ah well!

Mr. Parker [62558] is part of the way towards an answer. Why not throw away that archaic mechanism, the carburettor, which only offers resistance to the passage of air into the cylinder? Put the exact amount of fuel in the place where it will do most good., i.e., petrol injection.

KENNETH A. G. WOODBINE,
Broadstairs, Kent. A.M.I.Mech.E., M.S.A.E.

## SEEING BACK

### Rear Window Size Important

[62609.]—I was glad to see your well-illustrated account of the Geneva Show (March 24) and the latest Kaiser-Frazers. You might, however, while deprecating the increased chromium ornamentation of the 1950 Hudson Commodore, have mentioned the greatly increased area of the back window, a most significant trend, as you remarked in connection with the 1950 General Motors products at Geneva, one which is conspicuous by its virtual absence from the products of the British industry with two laudable exceptions. M. HUGH-JONES.

London, S.W.16.

## SPEED v. CONSUMPTON

### Ratio of Fixed to Variable Chokes

[62610.]—I have read with interest letter [62575] and cannot, of course, agree with it. Leaving technicalities aside, to start on a corrected basis of simple mathematics: Well over half of the British car manufacturers fit *fixed* choke carburettors. This should be easy enough to verify.

However, perhaps one should rather consider the quantity of cars built if such a comparison is to be made at all. It is evident that the ratio of fixed to variable chokes used on cars is then over 2 to 1 in favour of the fixed choke in this country.

On foreign makes, the preponderance of the fixed choke in the U.S., Italy, France, Germany, Russia, Japan, Sweden, and so on, becomes overwhelming.

London, N.W.1. J. D. RICHARDS, Solex, Ltd.

## SCIENCE AND ROAD TRAFFIC

### Is America More Progressive Than Britain?

[62611.]—A recent visit to the United States of America, where I had the good fortune to cover at least 3,000 miles within the three months of my stay, and recent articles in *The Autocar* under the heading of "Science and Road Traffic," have prompted me to attempt to draw some comparisons of road traffic between the two countries.

Early impressions I gained were the vast volume of traffic, the high speed at which it moved, the almost negligible "following distance" and, above all, the comparatively low accident rate.

The American people are extremely prone to impatience, and the first manifestation of this was the total disregard for the speed limit. Where it was posted as 45 m.p.h., most cars were doing about 50-55, with the odd man-in-a-hurry "walking" past everyone. Do the police mind? In answer, let me quote from the Massachusetts equivalent of our Highway Code. "Speed must at all times be reasonable and proper, having regard for traffic, the use of the way, and the safety of the public." That statement is officially known as the Fundamental Speed Law.

But the apparent ease of flow in American road traffic goes deep. They have tackled the problem earlier than we have, and with a more ruthless hand. First of all, although our roads are not as wide as theirs, that in itself is by no means the prime factor. Perhaps the most important step they took was the introduction of the double white line in the centre of the road. This denotes that there must be no overtaking if it involves crossing this double line. On this point the police are very strict, and justifiably so, since it is on roads which appear to be three lane, when in fact they are only two for real safety, that most passing accidents occur. To the best of my knowledge no such idea has been put forward for use this side of the Atlantic. I wonder what Lieut.-Col. G. T. Bennett would have to say on the subject?

To take this double line a little further, it is also used on hills where there may be a good four-lane width. However, each side of the hill has been divided up so that those ascending will have the use of only one lane while those coming down have almost three, if not four. Police officers I talked to said that it had definitely proved its value, judging by the reduction of "overtaking on hill" accidents. Michael Brown, in his article "Practical Interlude" (March 3), includes a diagram headed "Facts about Junctions." I heartily endorse his opinions, but the lack of white lines is only too obvious. Again, the Americans have progressed far ahead of us in their

# CORRESPONDENCE . . . . . continued

methods of channelling traffic. In the narrow-angle Y junction a car is shown on the inside lane turning off to the outside fork, while another is making for the inside. If the two cars had previously been directed into the appropriate lanes beforehand, no such hazards would occur. The Americans erect signs well in advance to warn people to move into the correct lane, thereby ensuring a smooth flow of traffic.

To go back to the question of the speed limit, which Dr. R. J. Smeed put to his companions (from whom he got no really satisfactory answer). Surely the ideal is *to keep traffic moving at a good even pace?* If the roads are capable of passing vehicles at a higher speed than 30 m.p.h., then it must be restrictive to retain that as the limit. On the east coast of America the speed limit never exceeds 55 m.p.h., in my own opinion a grave mistake, but the real point being that they use progressive limits, like the intermediate gears. Supposing the speed limit to be 55 m.p.h., then on approaching a built-up area the signs slow one down gradually through 50, 45, 35 to 30 (less or more as the case may be), avoiding pile-up.

Castle Bromwich, Warwickshire. C. D. T. BAKER-CARR.

## CAMOUFLAGE

### Unhappy Experience with "Cream Grey"

[62612.]—Like your correspondent Mr. W. K. Blenkinsop [62502] I have been waiting for other readers to give their experiences with grey cars.

After 30 years' driving without a mishap, I drove an open tourer in 1940 sprayed a rather unusual colour, which I can only describe as cream grey. In ten months I had been rammed seven times in broad daylight and became quite accustomed to the other driver's incredulous "I never saw you." One motorist, who drove straight into me at right-angles, explained that I "seemed to come from nowhere, right in my track." Fortunately I had witnesses to prove that the car had been stationary for at least five minutes before the accident.

After the seventh mishap I sprayed the car a deep grey and have had no further trouble. H. F. BROCKER.

Southport, Lancashire.

## CLEAN HEADS

### What Removed the Carbon?

[62613.]—A friend of mine, on removing the head from his 1934 Rover Ten for the purpose of finding out why the symptoms of carbonization had not been heard, and in consideration of the fact that they were long overdue, found piston heads and combustion chambers to be absolutely free from carbon. Valve faces and seats were unmarked. A wipe with a rag and all was nice and clean—much to his amazement and joy, and in defiance of excessive petrol and oil consumption!

It was noted, however, that water had entered the cylinders *via* the gasket, but without causing trouble other than, I suppose, an attack on carbon. Anyhow, if the water had not done the trick, what other medium could have brought about this motorist's dream?

Would any reader know whether my supposition is correct? If it is, there must be something in this "humidifier" business.

Bilston, Staffordshire. H. ROSE.

## PORTRAIT OF A HOUSE

### Can Any Reader Supply?

[62614.]—I wish to compliment you on your fine journal, which I have been receiving this year. I find it very interesting reading all the way through. In particular, I like the travel stories, since I am familiar with many of the cities and towns mentioned.

During the summer of 1944 I was stationed near Newbury, Berkshire, with a battalion of glider field artillery. I lived on the third floor of a very old mansion called Benham House. I have tried many times to describe this fine old building to my parents—and now to my wife—but I am afraid I cannot do the place justice.

I remember the gardens and terrace at the rear of the house, the lake down in the field, the big gate that opened on the highway.

Do you suppose some kind reader who lives at Newbury would have a photograph of this old house which he could send me? I would appreciate it very much.

The last time I saw Benham House was around noon, September 22, 1944. I was looking down on it from an elevation of perhaps 2,000ft from a CG4A glider *en route* to Holland, General Dempsey's army, and the knee-deep mud.

Amelia, Ohio, U.S.A. FRANK PENCE.

[Letters will be forwarded.—ED.]

## CHANNEL CHARGES

### Prohibitive Figure for Going Abroad

[62615.]—Like many other drivers I am taking my car to the Continent again this year. Also like many other drivers, I am still trying to figure out how the greatly increased cost of transporting my car across to France is arrived at. Before the war I could take my car over, with four passengers, for something like sixteen pounds return. Now this cost, with the same car, is thirty-six pounds. As the time taken is around an hour and a half, and lifting the car on board is only a matter of a minute or two, I am at a loss to understand the present high rate, especially as so many more motorists are taking their cars over than before the war. The figures given are inclusive of Customs charges but do not bear comparison with, say, the ferrying of cars to the Isle of Wight.

West Wickham, Kent. E. C. MARTIN.

## JUNCTIONS

### Sorting Out the Fork

[62616.]—May I suggest the following solution to the problem posed by your correspondent [62565]?

Assuming equal status of roads and that all three cars would normally arrive at the junction simultaneously, and that those concerned give correct signals, then A can see both B and C and can therefore appreciate the situation and its complexity.

He should, therefore, refrain from crossing the path of B and stop.

The problem then rests with B and C. Of these two, B is on the straighter course while C plans a hard turn. It therefore behoves C to tread warily, to spot B and give way to him.

B having been allowed to proceed, the problem is simple. A is in a good position to see if the course is clear for C and, if so, he ought to indicate the fact and allow C to make his more difficult turn before proceeding himself.

Thus, the order in which the three cars go their chosen ways is B C A. EDGAR E. GEE.

Bridgend, Glamorgan.

## HEAT AND IGNITION

### Further Clarification of the Answer

[62617.]—I have been eagerly awaiting the reply to the problem mentioned in letter [62525] which has been now provided by Mr. R. C. Oaksford in [62566].

While agreeing with the first part of his letter, I feel that two points of his argument need clarifying.

He states that the "expanding gases are doing useful work on the piston until the exhaust valve opens." Obviously this should read: "until bottom dead centre."

I would attribute the cause of overheating mainly to the fact (as correctly stated by Mr. Oaksford) that as the gases are still expanding at b.d.c. with retarded ignition, all this thermodynamic energy cannot be converted into kinetic energy after that moment and therefore remains as heat, causing a rise in temperature and, of course, a fall in output.

British Troops in Austria. T. W. GRUBER.

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Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications.

The Autocar READERS' SERVICE

# Changing from 6- to 12-volt System

*I would appreciate details as to the changes necessary to convert a 6-volt car into a 12-volt.* R. H. H.
*Slough, Buckinghamshire.*

THE task of changing over from 6-volt to 12-volt is considerably more complicated than it might at first appear. You would have to change some or all of the following parts: battery, coil, condenser, petrol gauge, ammeter, bulbs, dynamo, starter, horn, direction indicators and head light dipping solenoid.

The conversion would be best undertaken by an electrical service station, and would obviously be very expensive. Further to this, there is very little advantage in changing from 6-volt to 12-volt because, provided the electrical system is in good order, either should give good service.

In America, for example, the 6-volt system is used almost universally with complete success even on the large U.S. cars. If you are suffering from fairly frequent flat battery trouble, we would recommend you to have the electrical system overhauled, assuming that the battery is above suspicion.

## Changing Oil

*I run a 1938 Vauxhall Ten. Two friends run a 1950 Morris Minor and a 1936 Ford Eight. According to the instruction books, the oil in the Vauxhall should be changed every 2,000 miles, in the Minor every 3,000, and in the Ford every 1,000. An acquaintance who runs a garage and has a spot of racing to his credit says that the oil in all cars should be changed every 1,000 miles. Who is right?* L. H.
*Kilkenny, Ireland.*

THERE are various factors to be taken into account when deciding how frequently to change engine oil, amongst which are the type of filtration, the quantity of oil held by the sump, the car's usual engine speeds, ventilation, and so on. However, the makers have made their recommendations after careful tests and examination of the oil, and we suggest you adhere to them.

Certainly there is no harm in changing the oil more frequently, but every 1,000 miles is naturally more expensive when the recommendation is for changes at longer intervals.

## Cellulose Colours

*As I am about to have my 1936 8 h.p. tourer re-upholstered and recellulosed would you be good enough to give me some advice on the "wearability" of various colours that I might use (excepting black), as I understand that some colours are more subject to fading than others?* P. T.
*Newport, Monmouthshire.*

WHICHEVER colour you have your car re-upholstered, provided the job is well done, it should last for many years without fading. You will probably find that the lighter colours are the most prone to look faded, so that colours like wine and dark green are probably the best. Pale blue, cream, and other pastel shades only have to lose colour very slightly to appear drab.

## Date of Birth

*A year is nearly always quoted in advertisements for the sale of a car, but it is seldom stated whether this is the date of the model or the year of first registration. I would be obliged if you could tell me which is the case.* H. C.
*Harrogate.*

THE year quoted in advertisements relating to the sale of pre-war cars would usually be the official date of the model and not necessarily the date of first registration, unless so stated. However, a buyer should always make sure before concluding a purchase.

## Fog Lamps

*You have already stated that a pencil-like beam is most suitable for fog purposes, while readers have claimed that a spread of light is preferred. As these opinions are so completely contrary, they leave me wondering why special lamps are produced at all. What IS the real purpose of a fog lamp?* L. H.
*London, N.W.6.*

AN ordinary head lamp lights up the wall of fog in front of the car, making it even more impenetrable. A pencil beam cuts through to show a point on the kerb without lighting the fog. The other type of lamp with a spread of light is fan shaped but sharply cut off with a flat top. In other words it illuminates a wider area at road level without showing up the fog on the driver's eye level. Preferences vary between the two.

## Improving Performance

*I wonder if you could give me any information at all as to how the power or performance of a 1936 Ford Eight can be improved. I would be very much obliged for anything you can tell me.*
*Bantry, Co. Cork.* C. O'S.

THE performance of a 1936 Ford Eight responds to all normal methods of tuning: i.e., removal of carbon, grinding in of valves, polishing of ports, careful setting of ignition and plug points, checking of valve and ignition timings, cleaning and overhaul of carburettor, and so on. A thinner gasket may also be fitted to raise the compression ratio slightly. In view of the age of the car, attention should also be paid to ensure that the exhaust system is clean and free from obstruction.

## Mixture Control

*I should be grateful if you would tell me whether the mixture with a Solex carburettor and an S.U. carburettor remains the same at, say, 40 m.p.h. whether the engine is under load or not. In other words, does it vary with the load as well as with speed?* C. K. B.
*Blairlogie, Stirling.*

IT is, strictly speaking, correct to say that the mixture given by any carburettor does not remain the same when the engine is under load and when it is running light. The variation, however, is most readily controllable in a carburettor of the variable-choke pattern, such as the S.U., in which the position of the piston—and, therefore, the choke area and jet area—varies according to the degree of suction exerted by the engine.

## Oversteering

*The Renault 760 can, I believe, oversteer, and as I am taking delivery of one shortly I should be interested in hearing how to minimize or correct this characteristic.* B. O'H.
*Tullamore.*

WE have found the steering of the Renault to be excellent, and feel sure that you will be satisfied with it when you take delivery and get to know it.

## Graphited u.c.l.

*From one of your replies to a reader's query on March 24, you mention that graphited upper cylinder lubricant is most easily obtainable from accessory dealers, but you also suggest that it is only available for use in oil. Surely it is also manufactured for use in petrol?*
*Edgware, Middlesex.* D. L.

GRAPHITED u.c.l. is made for use in petrol, although the great deal of correspondence which has appeared frequently in *The Autocar* has been primarily concerned with its use as an oil additive, particularly with a new or reconditioned engine. Most garages do not carry large stocks of different branded petrol or oil additives, so the accessory supplier is the best means of obtaining whichever is required.

**These two photographs, taken at Monza during the recent Coppa Inter-Europa Race, show (on left) Sanesi, in the "works" 2,500 c.c. Alfa-Romeo, the outright winner, and (on right) Lance Macklin in the Lagonda-engined 2,580 c.c. Aston Martin, who finished second in his class.**

# THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

THIS weekend's Goodwood meeting, to which reference is made elsewhere, should be immensely interesting; the first meeting of the season is always something of an adventure, because of the numerous people who are producing in the critical public gaze their rebuilt, or new, cars, many of which have—either literally or metaphorically—only been completed the night before, and in consequence are completely untried. It is astonishing, in fact, how the passage of time develops rocket-like acceleration as the winter passes and the season approaches. In November, it seems that one has years in which to rebuild the car at leisure; in January there's still bags of time before Goodwood; in March the job is still hardly started, and there is only a month left to go, while only two days later—or so it seems—one is driving the towing car down to the meeting, trying hard to keep awake, and remembering that the manifolds, the exhaust system and the shock absorbers have yet to be fitted.

This point is further driven home by the appearance of the regulations for the closed B.A.R.C. members' meeting at Goodwood, on May 6, entries for which close on Monday next, April 10. In all, there will be five three-lap races, all for sports cars, three of which are to be scratch events for unblown cars of different capacities, one a handicap for M.G. cars, and the other a handicap free-for-all.

WITH regard to the Whit-Saturday (May 27) Goodwood meeting, the generous prize money previously mentioned for the 500 c.c. event will be divided up so that each heat carries three prizes, the first of £20, while the final carries a first prize of £200, second prize of £100, and so on down to a sixth prize of £10. This should make a really tempting international Formula III race. On the following Monday, May 29, comes the Blandford race meeting, also including an international 500 c.c. event. The first prize for this is £50, but to avoid misapprehension it must be pointed out that the Goodwood prize money is the result of a special donation; I mention this because some people have been asking plaintively why the West Hants club cannot provide a similarly attractive reward. Had they the resources they would do so with pleasure; as it is, however, the fact that the meeting can take place at all is owing solely to the generosity of their sponsors, Bedford and Jesty, Ltd., of Bere Regis, Dorset. As a result of donations received, those competitors completing at least one lap will have half their entry fees refunded.

THE Targa Florio appears to have been a terrific race, run under the worst of conditions in pouring rain. Of the British competitors, Sydney Allard crashed and his car caught fire, and Lance Macklin, fresh from Monza with the Aston Martin, crashed into a ravine; fortunately, neither of them was hurt. The lead in the early stages was taken by Ascari, with the new 2,400 c.c. Ferrari, while Biondetti lay second with the XK120 Jaguar, but the latter was forced to retire at about half-distance with mechanical trouble. The lead later passed to Rol, in a 2,500 c.c. Alfa-Romeo, with Cortese's Frazer-Nash second, but both these cars suffered from split fuel tanks, and Bornigia, with another similar Alfa-Romeo, took the lead, holding it to the end. Next week I hope to present a more detailed account of the race; the first three places, however, were as follows:

1, Alfa-Romeo 2,500 (Bornigia), 12h 26m 33s, 54.25 m.p.h.; 2, Ferrari 2,000 (Bernabei), 12m behind leader; 3, Ferrari 2,000 (La Motta), 15m behind second.

A GROUP of enthusiasts, discussing the ever-popular subject of the R.A.C. trials car regulations and means of circumventing same, evolved the specification of the perfect trials car, which would be a four-wheeled vehicle, without four-wheel-drive but with the maximum of traction possible. Pity the poor scrutineer!

THE second Tulip Rally, which will take place from April 16-22, promises to be a great success. There are 297 entries distributed among the various nationalities as follows:—

| | | | |
|---|---|---|---|
| Dutch | 188 | Swiss | 5 |
| British | 64 | Swedish | 2 |
| French | 15 | United States | 2 |
| Danish | 7 | Luxemburg | 1 |
| Belgian | 6 | Spain | 1 |
| Italian | 6 | | |

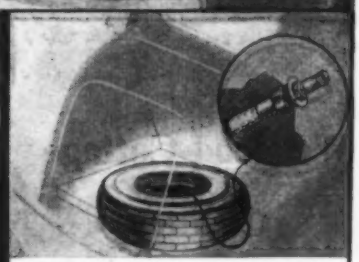
There are to be 29 starters from Glasgow and 21 from London. It is going to be a great international event, and this year's road section with its "road of a thousand corners," and the ascent

. . . but it's *not* four-wheel drive.

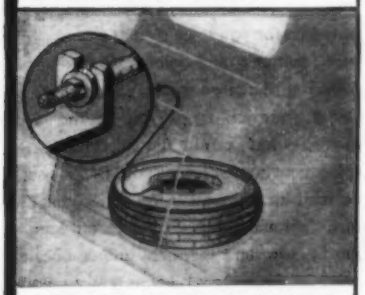
# Do you know

## HOW TO KEEP THE SPARE WHEEL IN SERVICE ?

It's a good thing to have the spare wheel snugly tucked away beneath the luggage boot, *provided it is always serviceable.* A spare wheel is efficient only if the tyre is maintained at a usable pressure. The Schrader flexible tyre valve extension makes this possible, for it is connected to the valve of the spare and carried through into the luggage compartment or to an accessible point on the car body. Pressure-testing or inflating the spare is made as simple as with any of the other tyres. It is the Schrader standardisation which ensures that the flexible extension will fit the tyre valve of *any* spare wheel.



METHOD 1. A 5/16" hole drilled in the body enables the valve end of extension to be clamped in position. This provides a permanently fitted valve outside.



METHOD 2. Carry the extension through floor of the boot and clip valve end to a small bracket. Open the luggage compartment to inflate or test tyre.

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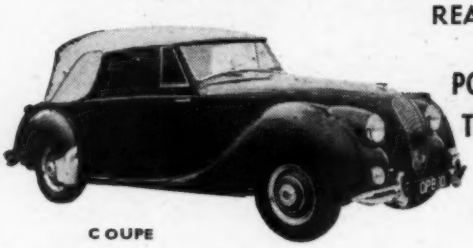

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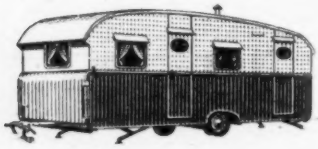

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## THE SPORT : continued

of the fifteen mountains in the Vosges, should give competitors plenty to think about *en route*. Pete Nortier has now been over the most difficult part of the route six times in various cars to check the feasibility of the average speeds set for the different classes, and when a representative of *The Autocar* met him in Switzerland he had just completed the trip on a rear-engined car which had been stuck in the snow for two and a half hours.

LAST Saturday the Bentley Drivers' Club held their Eastbourne Rally, and a considerable crowd watched the 57 competitors tackling the various tests—in all, eight in number—on the promenade of that seaside resort. The tests included a garaging test, a zigzag test, a wonderful effort known as the drunkard's dilemma and a reproduction of an Alpine Trial test called—appropriately enough—the Epreuve de Cannes.

Proud winner of the Eastbourne Trophy was J. G. Crowther, of the Lancia Motor Club, driving his Lancia Astura; runner-up, D. H. Gahagan, of the same club, in a Lambda, while third place went to the Frazer-Nash of Vintage member D. E. R. Greig. Best Bentley club member was W. A. L. Cook, in his well-known 4½-litre, who was fifth in the general classification.

NEXT Monday, in addition to all the other Easter events, the Berkhamsted M.C. and C.C. are holding a speed trial at Tewinwater, near Welwyn, Hertfordshire. This will consist of a standing start sprint on a 440-yard course, interestingly described as being "mainly" straight and level.

FOR British competitors in this year's Alpine Trial, Cooks are providing a most comprehensive service, which will do much to relieve the anxieties and inconveniences which otherwise arise to plague the preoccupied participant. This includes the reservation of car space, the issue of tickets, customs, documents, military permits, reservation of hotel accommodation, the provision of a bus service to convey competitors from the sealed car parks to their hotels, and an excellent system for the cashing of travellers' cheques in all currencies before the commencement of the Rally. This last provision, especially, should be an immense help, as much time has been lost in searching for someone to cash a travellers' cheque at unorthodox hours of the day or night. Details of this complete service, for which a charge of £5 5s per car is made, are obtainable from Thos. Cook and Son, Ltd., Berkeley Street, Piccadilly, London, W.1, or through any of their numerous branches.

SEVERAL enthusiasts are endeavouring to form a motor club in the Hereford-Leominster area for the purpose of holding both sporting and social events; it is hoped to run, in particular, events which can be entered by any type of car without risk of damage to same. Anyone interested should communicate with P. Felton, Holmbury, Ranelagh Street, Hereford, and offers of help in the organization will be particularly welcome.

J. A. C.

## CLUB NEWS

**Hants and Berks M.C.**—H. Clayton, in his Clayton Special, and W. H. Waring in a supercharged Dellow, tied for the Birkett Trophy, the premier award in the Aldershot Trial, run last Sunday. There were 42 starters in the trial, which was comparatively easy owing to previous dry weather. Results: **Up to 1,100 c.c. u/s:** Riley Spl (B. Fitzwater), Riley (C. S. Dewey), Auswyte (S. White); **1,101 to 1,240 u/s and 1,100 to 1,240 c.c. s:** Clayton Spl. (H. Clayton) tie with Dellow s (W. H. Waring), Betsy (L. J. Tolman); **1,241 and 3,000 c.c.:** Lea-Francis (A. L. S. Denyer); **unlimited:** Mercury (R. W. Faulkner), Allard (A. Rumfitt), Allard (J. H. Appleton).

**M.G. Car Club (Midland Centre).**—The Welsh Rally, to be the first, it is hoped, of an annual series, will be run on April 22-23. The course will be approximately 165 miles with a time schedule all the way, checks *en route*, a driving test in the mountains against the clock and a further test at the finish. Start from West Bromwich at 10.30 a.m. on the Saturday morning; finish at Criccieth (pronounced Crickyeth), in South Carnarvonshire, in time for dinner at the Lion Hotel.

Entries will be divided into two classes—open and closed cars. On arrival at the finish cars will be examined, and marks deducted for any damage sustained during the run, or for defects such as failure of lamps. The following morning, April 23, a concours d'élégance will be held on the Promenade at Criccieth at 10 a.m. Entries to K. N. Teasdale, Hon. Secretary, 59, Maxwell Avenue, Birmingham, 20.

**Cemian M.C.**—Starting from the King's Head, Holtspur (on the Beaconsfield-High Wycombe road) at 2 p.m., the Chiltern Cup Trial, a closed event, will be run on Sunday, April 23. There will be a special saloon car class which will be competing against the open cars with the advantage of a favourable starting line on the hills, and there will be a separate award for the best saloon car. Finish will be at the White Hart, Beaconsfield, for tea.

**Nottingham S.C.C.**—Thirty cars—a variety of types—ran in the Pilkington Trophy Final, held in the afternoon and evening of March 26. The trial route led competitors through the Derbyshire hills and was divided into an afternoon and evening section. Both were won by J. S. Hollings, a novice in trials driving, with a Morris Eight. Provisional results: afternoon section, Morris Eight (J. S. Hollings), M.G. (R. H. Hampson), Hillman Minx (A. Hough), Allard (J. H. Gounley), Allard (R. Jackson), Triumph Gloria (W. H. Green); evening section, Morris Eight (J. S. Hollings), Hillman Minx (A. Hough), Riley Sprite (N. Binns), Vauxhall (H. A. Rayner), Triumph Gloria (W. H. Green), Aero Minx (W. A. Winch).

**Lagonda C.C.**—The Bournemouth Rally is now scheduled for Saturday and Sunday, May 6-7, at the Vincent Smith's Hotel, Cranborne Hall, Bournemouth. Provisional programme: Saturday evening: drink, dinners, dances and entertainment. Sunday morning: light-hearted form of competition conducted over a 30-40-mile course in the New Forest, finishing at suitably licensed premises; return to Bournemouth for lunch, followed, perhaps, by a concours d'élégance. Cost is £2 2s inclusive, payable at Bournemouth. Entries to A. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxfordshire.

**West Hants and Dorset C.C.**—H. C. (Tiger Kitten) Lones will be speaking on "Racing 500s" at the Dolphin Hotel, Holdenhurst Road, Bournemouth, on May 11. Time, 7.30 for 8 p.m.

**Bentley D.C.**—There will be a gathering for members, their families and friends, at the Police Driving School, approximately three miles south of Preston, just off the Liverpool (A59) road, on Sunday, April 16. Proceedings will start at 10.30 a.m., and the morning will be free of set events to give visitors a chance to see the model room, try their luck on the skid pan, and so on, and there will be a voluntary driving test and concours, in which marks will be awarded only for "loving care and attention." After lunch at the Anchor, a few competitive events will be run, of the non-car-smashing variety. Applications (by April 10) to H. F. Murrell, Dovedale, Blundellsands Road East, Liverpool, 23.

The annual general meeting of the club will be held at Simpsons in the Strand, London, W.C.2, at 4.30 p.m. on April 22.

**Darlington and D.M.C.**—A sports car race meeting will be held at Croft Airport, near Darlington, on Saturday afternoon, May 6. Practising will be on the Friday evening and Saturday morning. Four events will be run—for cars up to 1,300 c.c., 1,301 to 1,500 c.c., 1,501 to 2,000 c.c. and over 2,000 c.c. Prizes in each class will be £15, £8, £5, £3, with £2 for fastest lap. First race will start at 2.30 p.m. Entries (limited to 28 per class, closing date May 1) to J. Kitching, 4, Highbury Road, Darlington.


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| 1947 | **AUSTIN** "8" saloon, 6,000 miles | £595 |
| 1939 | **AUSTIN** "18" Windsor 7-seater long chassis saloon, 35,000 miles | £895 |
| 1949 | **MORRIS** "Oxford" saloon, 7,000 miles | £995 |
| 1941 | (Reg. 1947—£10 tax) **CHEVROLET** Master de Luxe 2-door saloon, L.H. drive | £695 |
| 1949 | **MORRIS** "Minor" saloon, 2,000 miles | £765 |
| 1938 | **PACKARD** V.12 57 h.p. saloon with division, L.H. drive, 15,000 miles only | £695 |
| 1934 | **ROLLS-ROYCE** 25-30 h.p. limousine by Barker, 75,000 miles, immaculate condition | £1,295 |
| 1949 | **STANDARD** "Vanguard" saloon, radio and heater, 8,000 miles | £975 |
| 1947 | **HUMBER** "Pullman" limousine, 18,000 miles | £1,295 |
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1936 3½ litre **Bentley** Sedanca Coupe by Windover, large rear boot, recent complete engine, chassis, and body overhaul. Passed by makers. Green and black with brown leather ... £1,350

1939 **Buick** Century Saloon, stored several years. Fitted with radio, new condition throughout, grey with brown leather ... £650

1937 Speed 25 **Alvis** Saloon complete overhaul engine and chassis in 1949. Black with brown leather ... £525

1948 **Alvis** 14 h.p. D/H Coupe, 20,000 miles, carefully used and in new condition throughout. Green with brown leather ... £1,150

1948 **Healey Duncan** Saloon, 10,000 miles, just returned from the makers after fitting 1950 modification—new condition throughout, blue with blue leather ... £1,295

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## COMING SHORTLY

**APRIL 7.**—West of England M.C. Trial, Exeter.
8.—M.C.C. Land's End Trial, starting Lynton, North Devon, 9 a.m.
8.—Veteran C.C. Rally, Biggleswade, Beds.
8.—Tenby M.C. Hill-climb, Lydstep, near Tenby, Pembrokeshire, 1.30 p.m.
8-10.—Scottish S.C.O. Highland Three Days' Trial, Perthshire.
8-11.—**Ulster A.C. Circuit of Ireland Trial, N. Ireland-Eire.**
9.—Aberdeen and D.M.C. Opening Run, Scotland.
9.—Leicestershire C.C. Chas. Bacon Trophy Trial, Leicestershire.
10.—**B.A.R.C. Race Meeting, Goodwood, 1.30 p.m.**
10.—**Pau Grand Prix, France.**
10.—Berkhamsted M.C. and C.C. Speed Trial, Tewinwater Estate, Nr. Welwyn, Hertfordshire.
10.—W. Cornwall M.C. Hill-climb, Trengwainton.
15.—Bristol M.C. and L.C.C. Race meeting.
15.—Lothian C.C. Sand races, St. Andrews.
15.—Vintage S.C.C. Trial.
16.—**San Remo Grand Prix, Italy.**
16.—Chester M.C. Bartley Trophy Trial, starting Padeswood Garage (about 8 miles from Chester on Chester-Mold road), 11 a.m.
16.—Bentley D.C. Gathering at Police Driving School, 3 miles south of Preston, just off Liverpool Road (A59), 10.30 a.m.
16.—Aberdeen and D.M.C. Trial, Scotland.
16.—500 Club. Race meeting, Brands Hatch.
16.—Leicestershire C.C. Half-day trial, starting Lee Street Car Park, Leicester, 2.30 p.m.
16-22.—**Tulip Rally, The Netherlands.**

# IN BRIEF

The 1950 edition of the well known *British Journal Photographic Almanac*, a most valuable book of reference for all who take photographs, has now been published. It is available from booksellers at 5s (paper board cover) and 7s 6d (cloth).

Mr. William C. White, son-in-law of the late Sir William Sleigh, D.L., LL.D., has been appointed a director of Rossleigh, Ltd., Allan Park, Stirling. Mr. White is a public works contractor in Edinburgh.

The fourth annual summer school of the Institute of the Motor Industry will be held from August 26 to September 9, at St. Catherine's College, Cambridge. Applications should be addressed to the summer school secretary, Institute of the Motor Industry, 40, Queen's Gate, London, S.W.7.

Literature issued by the Ford Motor Co., Ltd., of Dagenham, is frequently enveloped in Pliofilm packs in order to ensure its spotless arrival at its destination. Pliofilm is a new plastic rubber material for the manufacture of which the Goodyear Tyre and Rubber Co., Ltd. recently opened a new factory at Wolverhampton.

The Rootes Group-Thomson and Taylor (Brooklands), Ltd. system of Hillman Minx conversion for disabled drivers is now being undertaken by Lycetts Garage, Ltd., St. John's Road, Stourbridge, Worcestershire.

A new workshop and service station has been opened by The White House, Millbrook Road, Southampton. Apart from a carefully planned working area, emphasis has also been given to window displays of accessories, and separate windows for tyres, batteries, pistons and other major components.

A dance for past and present students of the Colleges of Automobile and Aeronautical Engineering, Chelsea, will be held at the Victoria Hall, Bloomsbury Square, London, W.C.1, on Thursday, May 4. Tickets are available from the secretary, 102, Sydney Street, Chelsea, London, S.W.3.

# INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 15383.—1939 TB-type M.G. Midget**
"S. L. R."—All possible information, hints and tips and a handbook.

**No. 15384.—1937 Triumph Dolomite**
"F. K."—Maintenance hints and tips and a handbook.

**No. 15385.—Austin A.90**
"J. S."—Would any readers like to compare notes on performance, etc.?

**No. 15386.—1932 Morris-Cowley**
"E. J. B."—General information and a handbook.

**No. 15387.—1933 J2 M.G. Midget**
"K. G. J."—All possible information and a handbook.

**No. 15388.—Camping**
"K. P. H."—Experiences of trailers, roof-grids, "dodges" for camping with family, bell tent, and Ford Prefect.

**No. 15389.—1938 Opel Olympia**
"J. M."—Handbook and all available information.

**No. 15390.—1935 17 h.p. Armstrong Siddeley**
"R. A. E. J."—All possible information and a handbook.

**No. 15391.—1938 D.K.W.**
"A. R."—Information, particularly as to operation of ignition system; also a handbook.

**No. 15392.—Lancia Lambda**
"F. C. B. S."—Information on maintenance, reliability, running costs and technical data.

**No. 15393.—Handbooks Required**
"A. G."—1933 Standard Big Nine.
"D. B."—1929 9.5 h.p. G.P. Salmson.
"T. W. T."—1939 Standard Ten.
"J. L. O'L."—1938 Morris Twelve; also wiring diagram.
"A. G. C."—1936 18 h.p. M.G.
"R. E. P." (Canada).—Post-war 1100 H.R.G.
"S. C."—1933 Riley Nine Monaco, or any other literature.
"H. D. M."—1937 TA-type M.G. Midget.
"L. J. H."—1935 Austin Ten.
"G. K."—1933-34 Riley Nine.
"N. S. H."—1937 22 h.p. Ford V8.
"D. A. G."—1935 Hillman Minx.
"G. R. P. H."—16 h.p. S.S.I.
"E. A."—1933 Wolseley Hornet Special.
"K. S. P."—1936 Standard Twelve.
"B. O'H."—1935-37 Studebaker Dictator.
"E. V. H."—7.5 h.p. Citroen Cloverleaf.
"A. G. A."—1938 1½-litre M.G.
"K. D. C."—1939 TA-type M.G. Midget.
"H. L. C."—1939-48 Standard Eight.
"D. J. W."—1930 Morris-Cowley.
"K. D."—1931 Riley Nine.
"W. H. C."—1935 Standard Nine.
"E. W."—1936 30 h.p. Ford V8.
"J. L. T."—1936 Alvis Firebird.
"W. J. C. B."—1934 Rover Fourteen.
"H. O. A."—1935-36 Jowett.
"J. H. M."—1936 Hillman Sixteen.
"D. R. N."—1939 Hillman Fourteen.

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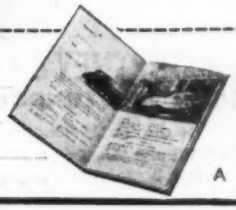

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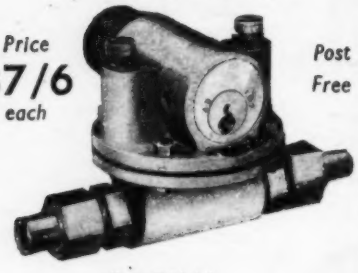

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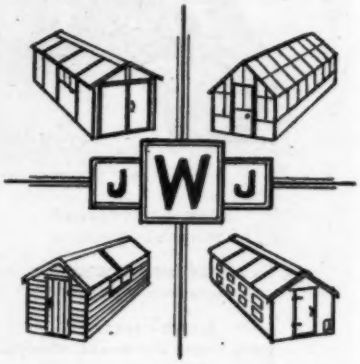


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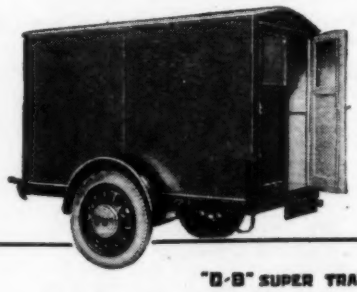

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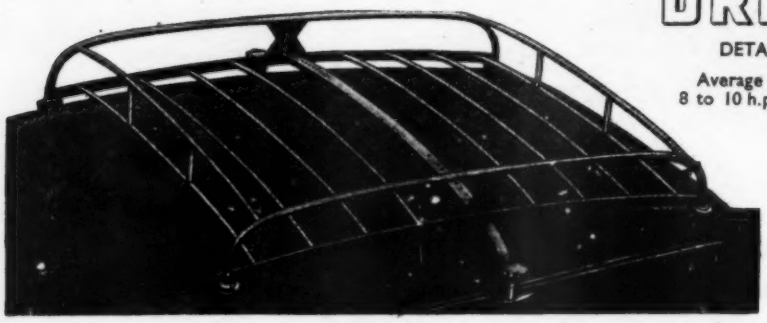

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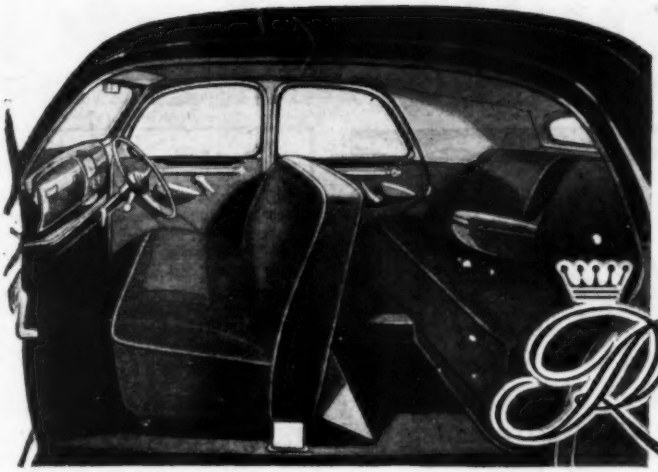

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**1947** (June) Allard 4-seater tourer, 10,000 miles, actual winner Nice Concours 1949 and other awards, new tyres, full petrol ration; £750.—Prowd, 12, Westdown Rd., Seaford. [6623

**1949** (March) Allard 4-seater saloon, semi razor edge, maroon, by Anthony Lucas, 7,000 miles; cost new £1,850. £1,150.—Bell's Service Garages, 144, London Rd., Kingston-on Thames. Kingston 1185. [6997

**795** gns.—Allard (Sept., 1948) sports 2-seater, Cambridge blue, blue leather, virtually one owner, 6,060 miles, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6927

### Allard Cars Wanted

OPEN sports or coupe wanted.—Angior, 140, Golders Green Rd., London, N.W.11. [0528

BRITISH & COLONIAL MOTORS require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6663

ALLARD saloon, 1949 model, wanted immediately for private buyer; state colour, price and particulars.—Box 3463. [6858

ALLARD wanted, drop head coupe, by private owner; will view London.—Write details, condition, mileage, price to Box 3393. [6222

### Allard Spares and Service

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6451. [0311

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333. [0267

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. [0109

### ALVIS

CAR MART, Ltd.

**1936** Alvis Speed 20 sports saloon, £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [6682

DICKS CAR SALES offer:—

**1938** Alvis 14hp saloon, very fast; £450.—Below.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4239

CHARLES FOLLETT, Ltd., offer:—

**1938** Alvis 4.3, fitted most attractive 4-door sports saloon body by Mayfair, black, beige leather, 58,000 miles, modified to 1939 specification, good history; £650.
**18**, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6474

### ALVIS

ALVIS Distributors for London.

BROOKLANDS OF BOND ST., Ltd.,

OFFER:—

**1949** 14hp special drop head 4-seater coupe by Tickford, black, with beige leather.

**1949** 14hp coupe, fitted with heater, radio, special fog lamps, twin carburettor engine and high ratio back axle, rim embellishers, etc., colour ivory and beige.

BOTH the above cars have been examined and approved by makers, and carry 3 months' guarantee.
CATALOGUES available for new 3-litre at

**103**, New Bond St., W.1. Tel. Mayfair 8351-6. [6587

ACLAND & TABOR, Ltd., offer:—

**1937** Speed 25 Alvis saloon, complete overhaul, engine and chassis, in 1949; black, with brown leather; £525.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [6729

PERFORMANCE CARS always have a good Alvis selection.—See under "Sports Cars." [5062

**1949** (February) Alvis 14hp Tickford drop head.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 466. [3433

**1933** Alvis Speed 20 tourer, really exceptional condition; £225.—Hudson, 72, West Hill, S.W.15. Putney 7422. [6990

**£155**.—1933 12-50 Alvis tourer, taxed, insured.—Randall, 71, Cambridge Gardens, North Kensington. Ladbroke 2023. [6214

ALVIS in Scotland.—Sales, spares and service.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0548

ALVIS Speed 20 sports saloon, i.f.s., etc., 44,000 miles, almost new appearance, taxed, insured, new tyres; £375 or near; (Lancs).—Box 3433. [6353

**1948** Alvis saloon, grey, 12,000 miles; £1,050.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7000

**1936** Alvis Speed 20 sports saloon, in perfect condition; £295; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [6291

**1939** Alvis 12/70 de luxe sports saloon, in very good condition, unused since 1947.—Vandervells, 215 Haverstock Hill, N.W.3. Primrose 4441 [4811

ARCHIE SIMONS & Co., Ltd.—Alvis 4.3-litre 4-door saloon by Charlesworth, £450 factory overhaul recently; £795.—94, Great Portland St., W.1. Lan. 1343. [6385

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### ALVIS

**495** gns.—Alvis 12-70 (Nov., 1939) sports tourer, dark blue, blue leather, twin wind-tone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
**275** gns.—Alvis Speed 20, 1935, Vanden Plas sports saloon, black, red leather, independent front suspension, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
**395** gns.—Alvis Speed 25, 1937, 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6928

**1936** model Alvis Special 20 fitted with exceptionally smart 4 seats 2 doors, sportsman coupe body recently had over £250 spent unmarked; £550; this car must be seen to be appreciated.
JAMES SIMPSON (SALES), 244 Brompton Rd., S.W.3. Ken. 3315 [6156

**1934** Alvis Speed 20, condition immaculate, interior and exterior; this car has been maintained at all times regardless of cost, fitted spotlight, telecontrol, shock absorbers and various other extras, has to be seen to be appreciated; £425.—Simpsons Motors (American car specialists), Wembley 3903. [5488

**1939** Alvis 14hp 12-70 sports saloon, finished metallic grey, fitted special headlamps, twin spotlights, twin hooters, mascot, in exceptional mechanical condition and really immaculate throughout; offered with written guarantee; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6390

FEW people can buy a new quality car but many are buying a second-hand Alvis from Alton Garage as the best alternative. We still have a good selection of Speed 20 models from £275 to £350, but they are selling fast. At the other end of the scale we have a 12-50 open 4-seater, converted to truck rear (red petrol) for £75. If you are interested in Alvis cars come to see us. You will be equally welcome if you spend a £1,000 or talk about a £50 12-50.
ALTON GARAGE, the Alvis people Upbrook Mews, Craven Rd. Paddington 0385. [6895

LIMOUSINE 1936, Double Enclosed, 20hp, partition, 7-forward, black, original private owner, 18,000 miles most desirable carriage mechanical guarantee certificate. £685.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6606

### Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0914

WANTED.—Alvis cars, post-war saloon and coupe models; send all details to:—
ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0025

S. F. ERSKINE & Sons, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [6317

ERIC HAYES, Ltd., urgently require low-mileage, post-war Alvis.—22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [6398

**1948-9** Alvis; please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874/5. [0494

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. [6597

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6361

URGENTLY wanted for client, low mileage Alvis 14hp drop head coupe.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1943

### Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. "Alviscar Gold London."

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-75, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

### ARMSTRONG SIDDELEY

J. DAVY offers:—

**7000** miles.—Armstrong Siddeley Typhoon (April, 1947) black with fawn upholstery, new condition; £1,050; also 1947 Typhoon, 11,000 miles; £995.
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1036

CAR MART, Ltd.

**1947** Armstrong 16 Typhoon saloon, radio, heater, 16,000 miles; £1,025.
**1947** Armstrong 16 Lancaster saloon, £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6683

**1940** Armstrong Siddeley 17hp limousine, forward occasional seats, leather; £775.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466 [6750

### ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY.

WHY not convert your Hurricane drop head coupe into a Typhoon sports saloon and add to its comfort and value?

YOUR Armstrong Siddeley dealer has details of this quick and reasonably priced conversion; the next best thing to a new car. [5075

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, blue, with blue leather, synchromesh gear box, one owner.—184, Gt. Portland St., W.1. Museum 1001. [4763

CHARLES FOLLETT, Ltd., offer:—

1948 Armstrong Siddeley Typhoon 2-door saloon, black, brown leather, 1 owner, 12,000 miles, carefully maintained; £1,095.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6472

1947 Armstrong Siddeley, 11,000 miles, indistinguishable from new, loose covers, black; £965.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [6508

CENTRAL GARAGE, Croydon, offer 1947 Armstrong Siddeley, Lancaster saloon, maroon, small mileage; £995.—Central Garage. Tel. Croydon 464. [5180

1946 (November) Armstrong Siddeley Hurricane coupe, taxed, wireless, heater, excellent condition; £775.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [6437

GORDON CARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, blue/blue leather; excellent order. Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, maroon/red leather; exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9623

1935 Armstrong Siddeley 12hp saloon; £175.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6535

1936 Armstrong Siddeley 14hp saloon; £235.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 3588. [6670

£175.—15hp Armstrong saloon immaculate condition throughout, 1932.—White Hart Engineering Co., Barnes, S.W.13. Pro. 5161. [6989

1947 model Armstrong Siddeley 16hp Hurricane, drop head coupe, 1947 model; excellent order; £825.—Sands, Burnham, Bucks, 84. [6552

1949 Armstrong Siddeley Typhoon saloon, practically new, negligible mileage.—Colin Haines Ltd. 30a Bourdon St., W.1. Mayfair 2338. [6765

ARMSTRONG 16 1947 Hurricane coupe, blue, 11,000 miles perfect 6 mon'hs' guarantee as for new car.—Kremer, Manor, East Horrington, Wells, Somerset. [6816

1948 Armstrong Siddeley Hurricane coupe, fawn, red leather, low mileage; £950.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [7002

7000 miles, 1948 black Armstrong Siddeley Typhoon, synchromesh, fitted scuttles by A.S., Pyrene extinguisher, taxed for 1950; £1,100.—Box 3432 [6350

ARMSTRONG 16 Hurricane coupe, beige, excellent condition, heater, Dec. 1946, taxed year, low mileage; £850.—33, High St., Pinner, Middlesex. Tel. Pinner 899. [6716

7100 miles, 1947 (July) Armstrong Siddeley Typhoon saloon, fawn, loose covers, one owner (trade enquiries only).—Ernest Sutton, Cleeve Hill (Glos) 95 [5579

1937 Armstrong Siddeley 20hp coachbuilt limousine, reconditioned engine August 1949, car in excellent condition; offers over £400.—D. & J. Tullis, Ltd., Clydebank. [6192

ARMSTRONG 16 Hurricane coupe, immaculate, grey, with maroon hood, heater, Oct. 1946, taxed, tyres as new, low mileage; £950.—33, High St., Pinner, Middlesex. Tel. Pinner 899. [6715

1938 Armstrong Siddeley 7-seater 25 landaulette, black, privately owned, immaculate condition, very good mechanical condition, ideal hire car; offers invited.—Dougherty, 1, Childwall Parade, Liverpool, 14. Tel. Huyton 2056. [6722

1948 Typhoon 2-door sports saloon, black and chrome with brown furniture hide upholstery, self-change gear box, 11,000 miles only and in completely unmarked condition throughout; 3 months' guarantee; A.A. or R.A.C. inspection welcomed.

COLMORE DEPOT, Ltd., 200, Deansgate, Manchester, 3. Blackfriars 3322. [6597

£295.—Armstrong Siddeley 17hp close coupled sportsman's saloon, 1938, finished in dove grey cellulose, with smart leather upholstery in excellent order; late property of London professional gentleman. This car shows every indication of having been very carefully maintained and serviced, moderate mileage only, and a very desirable example indeed.

CAMDEN MOTORS, Lake Street, Leighton Buzard, Beds. Tel. 2381 and 3115. Write for our 18-page post-free stock list of over 250 fully guaranteed used cars, easy and confidential hire purchase facilities, part exchanges. [6638

LIMOUSINES, 1938/1939, Long-25, partition, widest occasions, black, genuine low mileage, privately owned. £795.—Below.

9000 genuine mileage, 1939 Long-17hp-partitioned blue leather Limousine, forward occasionals, unquestionable condition throughout, also selected carriages, from £585.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6607

### Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

### Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 5033/4/5. [0900

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

LANCASTER or Hurricane coupe wanted, nominal mileage only.—Angior, 140, Golders Green Rd., London, N.W.11. [0529

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843 [0601

WANTED, 1938-9 Armstrong Siddeley 14-17hp saloon; must be immaculate.—B. & H. Motors, South Mimms, Herts. South Mimms 2231. [6758

### Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0293

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0235

PRESELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0779

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068

### ASTON MARTIN

FRIARY MOTORS, Ltd.

1934 1½-litre Aston Martin Le Mans short chassis 2/4-seater, finished black, good condition; £375.

1939 2-litre Aston Martin short chassis 2/4-seater, finished green, mileage 31,000; £595.

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [5496

ASTON MARTIN Distributors for London.

BROOKLANDS OF BOND ST., Ltd.,

OFFER:—

1949 2-litre drop head coupe, speedometer reading 3,400 miles, colour blue with grey leather, car as new, and carrying makers' guarantee.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [6588

CASS'S MOTOR MART.—1938 Aston Martin 15/98 2-seater, 35,000 miles; £575; written guarantee.—5, Warren St., W.1. Euston 4110. [6526

ASTON MARTIN Ulster LM20, 1935 team car, Rudge Cup winner Le Mans 1.500cc lap record holder, engine chassis rebuilt 1948, small mileage since; offered for sale as 2-litre team car recently acquired.—Fisher, Eversley, The Brampton, Newcastle Staffs. [4408

### Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

### Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

### ATALANTA

1939 V.12 Atalanta 4-door sports sedanca saloon, one owner, genuine low mileage, in most splendid order throughout; £750.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [5469

### AUSTIN SEVEN

1938 Austin Big 7, black, brown leather, in very good condition, one owner; £285.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5832

195gns.—Austin 7, 1937, Ruby de Luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6929

225gns.—Austin 7 1934 Ulster sports 2-seater, ivory, cutaway seats, outside exhaust, rev. counter, new tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6962

### Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

### AUSTIN EIGHT

CAR MART, Ltd.

LONDON distributors.

1946 Austin 8 saloon, 14,000 miles; £525.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6684

JACQUIER, Ltd., offer:—

1947 model Austin 8 4-door de luxe saloon; £495.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6510

### AUSTIN EIGHT

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 12,000 miles; £585; choice of 3.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6825

GODFREY HOUGHTON, Ltd., offer

1947 Austin 8 4-door de luxe saloon, black/brown, 9,000 miles; £565.

GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Citroen Distributor, City Rd., Chester. Tel. Chester 2706. [5416

WADDINGTON MOTORS, Ltd., offer:—

1947 Austin 8 saloon, very nice condition; £525.—Fortune Green Rd., N.W.6. Ham. 2211. [5936

1946 (October) Austin 8, beautiful condition; £485.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [6509

1940 Austin 8hp 4-door saloon, excellent condition; £315.—Ilf. 3618. [6813

L. F. DOVE offer 1946 Austin 8 4-door; £485.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6513

1938 Austin 8 4-door saloon, black and brown leather, sun roof, exceptional condition throughout; £295.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6481

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6650

AUSTIN 8, 1946, 15,000 miles, Austin works maintained; £485 or offer.—Williamson, 4, Kemshead Ave., Tessall Lane, Northfield, B'ham, 31. [6347

£460.—1946 Austin 8 saloon, nominal mileage, one owner (choice of 2).—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [5974

£235 cash, or £75 deposit, 1946 registered Austin 8, 4-seater tourer good hood and screens, smart appearance, economical performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. [5583

### Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I REQUIRE post-war Austin 8 cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6981

AUSTIN 8 saloon, post-war.—Mac, 12, Bramledown Rd., Wallington, Surrey. Wallington 6397. [4183

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0919

SELL your Austin 8 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4553

POST-WAR Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

1937-1948 Austin 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6459

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

### AUSTIN TEN

TOM GARNER, Ltd., offer:—

1947 Austin 10 saloon, blue with brown leather, radio, taxed December, 18,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [632.

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 11,000 miles; £695; choice of 5.

1946 Austin 10hp saloon de luxe; £625; choice of 2.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6827

GODFREY HOUGHTON, Ltd., offer

1939 Austin 10 saloon de luxe, green, one owner, reasonable mileage, reconditioned and recellulosed; £395.

GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Citroen Distributor, City Rd., Chester. Tel. Chester 2706. [5415

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10, black, brown upholstery, radio and defroster fitted, excellent condition throughout, mileage 19,000; £565.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [9198

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1936 Austin 10hp Sherborne de luxe 4-door saloon, brown with leather upholstery to match, coachwork, mechanical condition and tyres excellent, whole car in 1946 condition one owner, taxed 1950; £350.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6808

1938 Austin 10 Cambridge, in splendid condition; £325.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth, S.W.18. Battersea 5573. [6601

1937 Austin 10, black-green, beautifully maintained car; £325.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth, S.W.18. Battersea 5573. [6603

1946 Austin 10 saloon, specimen car, superb condition, low mileage; £625.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5828

1947 model Austin 10, condition excellent, 1 owner; £575.—Tel. Siderfin, Redhill 619. [6276

1946 Austin 10, excellent condition; £590.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6911

### AUSTIN TEN

**1940** model Austin 10 saloon, carefully maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6429

**1946** Austin 10hp saloon de luxe, blue, blue leather interior, immaculate condition throughout; £525.
WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [6384

**1947** Austin 10, choice of 2; trade enquiries invited; £650.—Allery & Bernard, 372, Kings Rd., S.W.3. Fla. 7345. [6381

AUSTIN 10hp 1945 black saloon, recently rebored, one owner; £525.—Tel. Victoria 2762, or P.45, Northways, N.W.3. Evenings Primrose 5076. [6285

**1940** Austin 10hp tourer, showroom condition, very small mileage, 40 mpg guaranteed; £375, no offers; any trial invited.—Camberley 519.

**1946** Austin 10 saloon, fitted radio, nice condition; £540; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6536

**1946** (December) Austin 10 4-door saloon, one owner, clean; £565.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5758

**1946** Austin 10, one owner; £595; choice of two.; 50 other used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6518

**£625**.—1947 Austin 10 saloon, 17,000 miles, radio, one owner, as new throughout.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [5975

**1938** (late) Austin 10hp Cambridge de luxe saloon, black, brown leather, unblemished original condition, low mileage, taxed; £395.—McAteer, 92, Pirbright Rd., Southfields, S.W.18. Putney 5530. [6260

**245** gns.—Austin 10 (May, 1936) Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6950

### Austin Ten Cars Wanted

**CM**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

SELL your Austin 10 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4554

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

**1937**-1948 Austin 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6458

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

### AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Austin A40 Devon saloon, leather upholstery, complete with radio and heater, an excellent motor car; £895.

AUSTIN A40 Devon saloon, first registered March, 1949, colour grey, brown leather upholstery, mileage 9,000, immaculate motor car; £875.

AUSTIN A40 Devon saloon, colour green, brown leather upholstery, first registered January, 1949, mileage 5,500; £895.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6498

CAR MART, Ltd.
LONDON distributors.

**1949** Austin A40 Dorset saloon, 1,000 miles; £875.

**1949** Austin A40 Devon saloon, 3,000 miles; £895.

**1948** Austin A40 Devon saloon, radio and heater, 11,000 miles; £845.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6685

TOM GARNER, Ltd., offer:—

**1949** Series Austin A40 Devon saloon, solent blue with beige leather, sun roof, heater, etc., 2,000 miles only.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6322

H. A. SAUNDERS, Ltd., offer:—

**1949** Austin A40 Devon 4-door saloon de luxe, sunshine roof, heater, 8,000 miles; £885.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6826

McKINNON MOTORS, Ltd., offer:—

**1949** Mar. Austin A40 Devon four-door saloon, blue, interior to match, radio, heater, Rimbellishers, twin Lucas chromium spot lamps, one owner, spare unused, mileage 3,300 only; £895.

A NOTHER in stone grey, 8,100 miles, superb condition; £875.
McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6211

PHILIP RICKARDS, Limited, offer:—

**1949** Austin A40 Devon, green-beige, 9,000, radio, heater, sun roof.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [5542

WARWICK WRIGHT, Ltd., offer:—

**1948** Austin A40 Devon saloon, maroon, beige leather, 5,000 miles; £875.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6861

MANN EGERTON & Co., Ltd., offer:—

**1949** Austin A40 Devon saloon, grey, sunshine roof, 9,000 miles, indistinguishable from new.
14, Berkeley St., W.1. Regent 2073 [6397

### AUSTIN A40

RUSSELL MOTORS (Knightsbridge), Ltd., OFFER the following:—

**1949** Austin A40, 3,000 miles only, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [5804

**1949** Austin A40 Dorset saloon, mileage 3,000; £815.

**1949** Austin A40 Devon saloon, blue, sun roof, heater, mileage 6,000; £865.

TRADE enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [6377

**1949** Austin A40 4-door saloon, black with beige leather.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6430

**1949** Austin A40 Devon saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6388

**1949** (April 1st) Austin A40 Devon saloon with heater, taxed year, mileage 8,000; £845.—Jenners Garages, Ltd., Birchington. [6243

AUSTIN A40, choice of 3; £795.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5-6. [6440

**£840**.—Austin A40 Dorset de luxe saloon, Portland grey, sliding roof, heater, low mileage, taxed December, one owner.—Robbins, East Putney. Tel. 4581. [6040

**1949** (March) Austin A40 Devon, sun roof, heater, radio, 10,000 miles, cream; best offer over £840.—Willbourne, 11, Old Park Grove, Enfield, Middlesex. [6710

HILLWOOD MOTORS.—1948 Austin A40 Devon, in pastel green, 15,000 miles, very carefully treated; £850.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [6859

**1949** Devon 4-door saloon, black with beige upholstery, 3,000 miles, unblemished; £875.—Recommended by Austin House, 144, Golders Green Rd., N.W.11 Speedwell 0011 [6795

**A40** Devon, delivered December, 1948, grey, 7,600 miles, extremely well kept and serviced and in showroom condition; taxed for year; £825.—Spark & Co., Oxted, Surrey. Tel. 623. [6629

**149** miles only, 1949 Austin A40 Devon saloon, sliding roof and heater, finished beige, as brand new; £925.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [6126

**1949** A40 4-door de luxe saloon, sun roof, heater, taxed year, spare wheel unused, indistinguishable from new; £865.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5964

**1948** (November) Austin A40 Dorset saloon, fawn, sun roof and heater, one owner, diplomat car indistinguishable from new; £785.—Wembley Court Motors, High Rd., Wembley. Arnold 5321-2. [6506

**1949** (March) Austin A40 Countryman, fawn, 5,000 miles, superb condition throughout; £835; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [6591

**A40**, Sept., 1948, utility, brown and cream, sliding windows, chromium and aluminium frames, interior finished grained leather cloth, light oak panels, very attractive and much admired, in excellent condition, one owner, heater; £695.—Hickson, Woodside, Erleigh Court Drive, Reading 62123. [6734

**A40** Austin Devon 4-door de luxe saloon, registered Dec., 1948, sliding roof, built-in radio, heater, finished black and chromium, grey leather upholstery, one meticulous private owner, quite outstanding, appearance indistinguishable new; offered with written guarantee at attractive price; exchanges, terms.—H. P. Edwards, 26, Upper High St., Epsom 9400. [6400

### Austin A40 Cars Wanted

**CM**

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297 Euston Rd., N.W.1. Euston 1212. [0957

R. C. WIMBUSH, Ltd.,

WISH to purchase for cash good Austin A40.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [2332

ROWLAND SMITH S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0912

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

### AUSTIN TWELVE

CAR MART, Ltd.
LONDON distributors.

**1947** Austin 12 saloon, 18,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6686

H. A. SAUNDERS, Ltd., offer:—

**1947** Austin 12 saloon de luxe, 14,000 miles, black; £825; choice of 2.

**1946** Austin 12 saloon de luxe; £755.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6828

**1937** Austin 12 Ascot saloon, unmarked; £335.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth, S.W.18. Battersea 5573. [6600

**1939** Austin 12, sun roof saloon, black, in excellent condition; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3176

**£235**.—1937-8 Austin 12-4 Ascot saloon de luxe, very good running order; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6915

**1938** Austin 12, in perfect condition; £375.—Herbert & Mills, Church Rd., Ashford, Middx Tel. 2960. [2466

**1947** model Austin 12 saloon, black/brown, excellent condition; £725.—Riseley Garage, Riseley, Berks. Tel. Reading 83147. [6114

### AUSTIN TWELVE

**1937** Austin 12hp saloon de luxe, blue, blue leather upholstery, very good condition throughout; £265.
WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [6383

**£575**.—1939 Austin 12-4 long chassis 7-seater limousine.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6431

**1936** Austin 12-4, with changed (faster) gear box, licensed to end of year, good running order; £240.—Perivale 4569 after 7 p.m. [6346

**12**hp saloon, 1947, black with brown hide upholstery, low mileage, faultless condition.—Recommended by Austin House, 144 Golders Green Rd., N.W.11. Speedwell 0011. [6795

**245** gns.—1937 Austin Kempton 4-door sports saloon, immaculate condition, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [4667

**£185**.—Austin 12.4 Heavy saloon, 1935, 1,000 miles since rebore, exceptional condition, ideal hire car.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [6476

**£185**.—Austin 12/4 tourer, 1935, original paintwork in excellent condition, the leather is like new and the original carpets hardly worn, all-weather equipment first class, mica in all screens renewed, mechanically the car is perfect and A.A. or R.A.C. inspection welcomed, all tyres are good, estimated mileage under 35,000.—Lee Green 4555. [6724

### Austin Twelve Cars Wanted

**CM**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd., N.W.1. Euston 1212. [0964

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041. [0921

**1937**-8-9 Austin 12 saloons and limousines wanted. —Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

### AUSTIN FOURTEEN

**1934** Austin 14hp saloon, recent major overhaul, new tyres and batteries, very clean car; nearest offer to £150.—Nielsen, 5, Hawes Rd., Bromley, Ravensbourne 2035. [6267

### AUSTIN SIXTEEN

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN 16hp saloon, first registered October, 1948, colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6499

CAR MART, Ltd.
LONDON distributors.

**1949** Austin 16 saloon, 8,000 miles; £985.

**1948** Austin 16 saloon, radio, jackal jacks, 4,000 miles; £965.

**1946** Austin 16 saloon, 16,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6687

TOM GARNER, Ltd., offer:—

**1949** Austin 16 sun roof saloon, grey with brown leather, radio, etc., 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter Street, Manchester 2. Blackfriars 9265-6. [6324

WIMBUSH for good Austins.

**1947** (Oct.) Austin 16 saloon, 11,000 miles by one owner, colour black with brown upholstery, an exceptional car; £885.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6778

H. A. SAUNDERS, Ltd., offer:—

**1949** Austin 16hp saloon de luxe, 3,200 miles, radio, heater, etc.; £1,025.

**1948** Austin 16hp saloon de luxe, 11,000 miles; £895.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6829

GODFREY HOUGHTON, Ltd., offer

**1949** Austin 16 saloon, blue radio, heater, guaranteed mileage 1,600, as new exceptional car; £1,075
GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Citroen Distributor, City Rd., Chester. Tel. Chester 2706. [5414

McKINNON MOTORS, Ltd., offer:—

**1949** Mar. Austin 16 saloon, green, brown hide, heater, 4,020 miles, spare unused; £1,025.

**1948** Aug. Austin 16 saloon, green brown hide, radio, twin Notek spot lamps, heater, taxed Dec., one owner, 11,000 miles, superb condition; £950.
McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6210

ACE SERVICE STATION (LONDON), Ltd., offer:—

**1934** Austin 16hp 7-seater face-forward occasionals, splendid condition throughout; £225.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines) [4651

**1947** Austin 16 saloon, black brown leather; exceptional condition; £850; also.

**1948** (December) Austin 16 saloon black, brown leather; beautifully maintained; £895.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6749

**1946** Austin 16hp, black-blue, mileage 26,000, a really carefully used car; price £685.—Atkinson, Lee Green 1647. [7027

### AUSTIN SIXTEEN

AUSTIN 16hp 1949 saloon, 200 miles only, genuine.

THE STANBOURNE MOTOR Co., 18-20, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 7040. [6241

**1949** Austin 16 saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6389

**£395**.—1939 Austin 16 Goodwood drophead saloon, grey, one owner, nominal mileage, definitely above average.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6885

**1946** Austin 16 saloon, blue with blue leather, fitted radio and foglamp, low mileage, excellent condition: £695.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6482

**£935**.—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. [6037

L. F. DOVE offer Austin 16 1948, as new, immaculate, 6,000 miles only, one owner; choice of two; £920.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6085

**1948** Austin 16hp saloon black/brown leather, sun roof, one owner, immaculate condition throughout; £895.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809

ROSE & YOUNG, Ltd., offer 1947 Austin 16 black/brown leather, new condition; £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5750

**650**gns. unrepeatable bargain!!—1946 Austin 16 saloon, mileage 23,000, £10 tax, interior heater, as new; £250 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [5024

**1933** Austin 16hp saloon, just had extensive overhaul and re-cellulosed black, tyres almost new; whole car in really exceptional condition; £225 or near offer.—Iver Service Garage, High St., Iver, Bucks. Tel. Iver 161. [6577

**16**hp saloon, 1948, black with brown hide upholstery, one owner, radio, heater, Ace discs, loose covers, low mileage, faultless condition; £915.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [6794

**1947** (April) Austin 16 de luxe saloon, low mileage, black with brown leather; one private owner; unscratched; new condition; Notek spot light; £795; exchanges, H.P.—Harry Nash Motors, Limited, 348, King Street, Hammersmith. Riv. 2837-8. [6567

### Austin Sixteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

R. C. WIMBUSH, Ltd.,

WISH to purchase for cash good Austin 16s.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [2333

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041. [0922

POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

URGENTLY wanted for client, low mileage Austin 16 saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1946

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

### AUSTIN EIGHTEEN

**1939** Austin 18 Windsor 7-seater.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5829

**1939** Austin 18 Windsor, long chassis 7-str. saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6651

**1936** Austin 18 saloon, good cond., clean interior, mechanically 100%; £175. — The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 122. [6364

**1938** 18hp Austin Ivor limousine face forward seats, leather; £595; no offers.—Lawton-Goodman, 135, Cricklewood, Broadway, N.W.2. Gladstone 2226. [5452

ROSE & YOUNG, Ltd., offer: 1938 Austin Ivor 7-passenger saloon, exceptional condition throughput.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6485

**365**gns.—Austin 18, 1937, Tickford All-weather drop head saloon, dark blue, blue leather, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6931

R. C. MORTLAKE offers:—1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather; convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2946

SEVEN SEATERS 1936/1937 Saloons-Limousines, forward occasionals, desirable condition throughout, from £450.—Below.

SEVEN SEATERS 1938/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition. £835.

HEARSE, 1938/1939 Long chassis 5-door 6-bearer 1950 streamlined Coachwork, lavishly equipped, mechanical guarantee certificate, reasonable cost. Immediate Delivery. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6608

### Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.— 297, Euston Rd., N.W.1. Euston 1212. [0956

### Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-SEATERS 1937/38/39 also Norfolk Saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2888

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0877

### AUSTIN TWENTY

LIMOUSINE, 1937, selected Mayfair, partition, 7-forward, black cloth, unquestionable condition carriage. £765.

HEARSE, 1937/1938 streamlined 5-door-6-bearer 1950 coachwork, mechanical guarantee certificate, reasonable cost. Seen:—Alpe & Saunders Providence Court, Grosvenor Square. 2941-Mayfair. [6609

### Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0925

7-SEATER Limousines 1937/1938-also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2884

### AUSTIN TWENTY-FOUR

**£195**.—1933 Austin 24hp Ranelagh 7-seater long chassis, face-forwards, division, hide interior, condition comparable to many 1939 models.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6881

### AUSTIN A125 and A135

CAR MART, Ltd.

LONDON distributors.

**1949** Austin Sheerline saloon, 5,000 miles; £1,685.

**1949** Austin 135 Princess saloon, 2,000 miles; £1,975.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6686

GORDON CARS (LONDON), Ltd.—1948 (Aug) Austin Princess saloon, indistinguishable from new. Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey; 8,000 miles; new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6780

**1949** (March) Austin Sheerline saloon, radio, heater, black, with fawn leather, like new; £1,495.—Holgate, 4, Bankside, Ferry Rd., Teddington, Kingston 7136. [6174

ROSE & YOUNG, Ltd., offer Austin Sheerline saloon, excellent condition throughout; £1,575.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5753

AUSTIN Princess saloon, 1948, just out of covenant, 3,000 miles, in perfect order and condition, three-carburettor engine and high ratio back axle; offers over £2,000.—Apply J. K. Bibby, King Edward St., Liverpool, 2. [6273

### Austin A125 and A135 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

### AUSTIN TWENTY-EIGHT

**1939** model Austin 28hp limousine 8-seater; first-class condition; £800.—Sands, Burnham, Bucks, 84. [6553

### AUSTIN MISCELLANEOUS

CAMDEN MOTORS.—Austin 18hp 7-passenger saloon, 1939, finished very attractively in black cellulose with blue leather interior front and rear, face forward occasional seats, the whole car being in very clean condition throughout, all Dunlop tyres in first-class order, first-class mechanically, fully guaranteed in writing; £685.

CAMDEN MOTORS.—Austin 18hp 7-passenger Windsor saloon, 1938-9, privately owned by well-known London organisation, has had careful and very moderate use since new, stylish black finish, brown leather interior throughout, in first-class order, face forward seats, specially recommended for its economical but satisfying performance; £745.

CAMDEN MOTORS.—Austin 18 7-passenger Ivor limousine 1938, one owner since new, used privately, immaculate cellulose (black) with brown leather interior front and rear, division and face forward seats, capacious rear boot, magnificent mechanical order; £775.

CAMDEN MOTORS.—Austin 18hp, the gem of our whole collection, 7-passenger Windsor, registered May 1939, privately owned since new and in indescribably beautiful condition, late property of country professional gentleman, who has taxed car at half rate only, speedo. reading only 26,000 miles, which, in our opinion, clearly indicates total amount of use involved; original and completely unblemished black finish, very elegant interior furnishings in brown hide, face forward seats, apparently never used, and even the original mats; mechanically, the car can be described as superb, and, in view of the ridiculously small usage, represents the finest value in its class we have ever been able to offer; £995.

CAMDEN MOTORS.—Austin 18hp Chalfont 7-passenger limousine, 1937, finished black, division, face forwards, leather upholstery throughout; this car stands out as a most useful and desirable machine, in tip-top order mechanically, tyres as new; £495.

CAMDEN MOTORS.—Austin 18hp 7-passenger long chassis York saloon, 1937, previously privately owned, immaculate dove grey leather with black and chrome exterior finish, in most outstanding order, face forward seats, particularly economical engine but most satisfactory performance, fully guaranteed in writing; £575.

CAMDEN MOTORS.—Austin 18hp 7-passenger long chassis York saloon, 1937, similar model to above but with brown hide interior, slightly higher mileage; £545.

CAMDEN MOTORS.—Austin 18hp 7-passenger saloon, 1935 sound chassis and tyres, real leather upholstery throughout, face forward seats, easy clean wheels, large boot, runs well, opportunity; £295.

CAMDEN MOTORS.—Austin 20hp 8-seater limousine, 1934 still going strong, good clean black cellulose, leather front and rear, division, face forward seats, disc wheels, fully guaranteed mechanically; £195.

CAMDEN MOTORS for Austin limousines. We specialise in good-class hire cars of all makes; write for our post-free 48-page stock list. Easy and confidential hire purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. (Just under 4 miles off main A.5 Watling Street.) Tel. 2381 and 3115. [6641

### AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to SALES Dept.: 45, South Audley St., London, W.1.

AUSTIN 8 and 10 tourers, new condition, any trial; from £375.

GIBBSCARS, 104, Clapham Park Rd., London, S.W.4 (Macaulay 4441-2). [4917

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

### Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

DOBSONS, Ltd., Staines, Middlesex. Tel. 801; cash buyers of good Austin cars of all types. [5943

WANTED Austin 10 or 12 saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [4812

BRITISH & COLONIAL MOTORS require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6661

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. [0541

JACK OLDING, Ltd. 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. —Mayfair 5242. [0612

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin Cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [6318

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7 Fro. 8161. [0416

**1938**/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0315

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [3755

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

### Austin Spares and Service

NORMAND, Ltd.

THE best service only; highly skilled mechanics, with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0252

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500; and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0504

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [6738

AUSTIN reconditioned engines and gear box units; also spare parts for all models.—Sands, the Austin People, Burnham, Bucks 84. [0305

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820. [0729

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19 Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0194

### BENTLEY (3½ & 4¼-litre)

JBJ

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

CMC

CAR MART, Ltd.

**1948** Bentley Mark VI steel saloon, 9,000 miles; £3,750.

**1938** Bentley 4¼-litre saloon by Park Ward; £1,895. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6659

### BENTLEY (3½ & 4¼-litre)

HOWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

BENTLEY 1949 Mark VI standard saloon by Bentley Motors. Ref. No. H.4100.

BENTLEY 1948 4¼-litre 2-door fixed head coupe by Freestone & Webb. Ref. No. H.4108.

BENTLEY 1948 4¼-litre standard saloon by Bentley Motors. Ref. No. H.4035.

BENTLEY 1936 4¼-litre sports saloon by Park Ward. Ref. No. H.3580.

BENTLEY 1934 3½-litre 4-door saloon by Park Ward. Ref. No. H.4061.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group,

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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MEANS cars of distinction.

1949 Bentley Mark VI 2-dr saloon by James Young. Ref. H.4093.

1936 Bentley 4¼-litre sports saloon by Barker. Ref. H.3741.

1935 Bentley 3½-litre sports saloon by A. Mulliner. Ref. H.3035.

1935 Bentley 3½-litre 2-dr 2-seater tourer by Abbey. Ref. H.4021.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

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OPEN 8 a.m. to 7 p.m. (week-days):

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [6424

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MANN EGERTON & Co., Ltd., offer:—

1948 Bentley Mk. VI steel saloon, maroon.

1948 Bentley Mk. VI steel saloon, grey.

1939 Bentley 4¼-litre (overdrive) Park Ward saloon, black with brown hide upholstery, exceptional condition.

14, Berkeley St., W.1. Regent 2073. [6394

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1947 Mark VI Standard saloon, black with beige leather.

1947 Mark VI standard saloon, metallic grey with grey leather.

1939 4¼-litre with overdrive fitted special 4-door sports saloon by Rippon.

1939 4¼-litre with overdrive special 4-door sports saloon by Park Ward.

1936 4¼-litre fitted with 4-door sports saloon by Rippon.

FOR further particulars contact the largest Bentley Distributors,

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0906

JACK OLDING of Mayfair,

OFFICIAL Rolls-Royce and Bentley Retailers,

OFFER:—

MARK VI Bentley standard saloon, finished metallic grey with grey leather upholstery, moderate mileage, first registered November 1949 (remaining portion of Covenant to be completed).

MARK VI Bentley standard saloon, finished black with brown leather upholstery, moderate mileage, first registered April 1948; £3,500.

MARK VI Bentley standard saloon, finished blue with beige leather, small mileage, first registered 1948.

MARK VI Bentley saloon, finished azure blue with grey leather upholstery, moderate mileage, first registered June 1947.

MARK VI Bentley Special Hooper saloon, finished yellow and black with brown leather, moderate mileage.

4¼-litre Bentley saloon by Hooper, finished green with green leather, originally delivered 1936.

DETAILS of new Bentley cars for early delivery on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [6771

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4¼-litre Bentley, with special sports saloon by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428

1939 4¼ Bentley overdrive, semi-razor edge saloon, Thrupp & Maberly, low mileage, faultless condition; £2,550.—Crawley, Western 6015. [4147

### BENTLEY (3½ & 4¼-litre)

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2953 (6 lines). [0096

1947 Bentley Mark VI sports saloon, grey, grey leather, manufacturers' guarantee; £3,200.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6751

1935 delivery 3½-litre Bentley with Park Ward sports saloon body, colour grey with red leather.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [4924

3½-litre Bentley, superbly smart sedanca coupe by Gurney Nutting, large rear trunk, full history, unbelievable condition throughout; £1,650; 1935 series.

WADDOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6294

1935 3½ Bentley three-position Sedanca coupe, Thrupp and Maberly, excellent history, beautiful condition; £1,295.—Crawley, Western 6015. [7004

1948 Mark VI saloon Bentley, most beautiful condition throughout; £3,500.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [5924

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

BENTLEY Mark VI, black with brown upholstery, first registered March, 1949, total mileage 5,431, tax paid, in absolute new condition throughout; £3,650.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [6852

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished in black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications.—Brayshaw & Carr, Ltd., Hanham Court, Charles St., Leicester. Tel. 60432. [6243

### BENTLEY (other than 3½ & 4¼-litre)

3-litre Bentley chassis in exceptional mechanical condition, a real vintage car; £125.—Rowlands, 64a, West St., Southport. Tel. 2975. [5098

GORDON CARS (LONDON), Ltd.—1937 Bentley 4¼-litre Freestone Webb 4-door pillarless full razor-edge saloon, black/grey leather, recently overhauled, particularly attractive.—Gordon House 373, Euston Rd., N.W.1. Euston 6611. [6782

BENTLEY 3-litre Red Label V.D.P. 4-seater, fitted specially tuned 4½-litre engine, A box, 3.53 rear axle, 600×20s, whole car completely rebuilt regardless expense, fitted with new hood, side screens, tyres, battery, etc., capable of genuine 110 mph, full petrol; £550 or near offer.—Spollon, Prescott Cottage, Green Lane, Corley Moor, Nr. Coventry. [6225

4½-litre Bentley, one of the eight cars built with 9ft 9½in wheelbase, black 2-4-seater body, the whole car has been completely overhauled and rebuilt and is in 100% condition, taxed year, owner buying blower; £550, or offer.—Details from Barnett, Aldermaston Court, Nr. Reading. Tel. Woolhampton 2241 (Mon.-Fri. inclusive), or Hedges, Upper Basildon. Tel. 248 (week-ends). [6221

325 gns.—Bentley 1928 series (reg. Oct., 1935) Red Label 3-litre short chassis, speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6963

### Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17 Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944 [0515

CM

THE CART MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

CASH immediately for good Bentley.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6415

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0927

WANTED, Rolls-Bentley tourer or drop head with disappearing hood, preferably 4¼ litre.—Box 3397. [6230

MODERN 3½-4½ urgently required mechanically sound, details and cost please. Priest, 2, Providence Court, W.1. [2889

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7458

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351/6. [0328

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1 official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores. —12, Wellesley Ave., W.6. Riv. 1413. [8363

### Bentley Cars Wanted

REQUIRED urgently, 1935 or 1936 3½-litre drop head coupe, preferably passed by Bentleys, complete details and lowest price please for a genuine purchaser.—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Tel. Wallington 3404. Established 1906. [4428

### Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0634

W. M. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

### B.M.W. Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require first-class B.M.W.s.—173, Westbourne Grove, W.11. Bays. 4274. [6595

### BRISTOL

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd. Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

1949 Bristol 400 saloon, metallic green, mileage 7,000.

1948 400 saloon, black, one owner.

1948 400 saloon, blue, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [6492

KEVILL, DAVIES & MARCH Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

KEVILL-DAVIES & MARCH, Ltd., offer:—

1948 Bristol saloon 400/85A, maroon radio, heater, owner taking delivery of Bristol 401.

1948 Bristol saloon 400/85A grey, radio and heater one owner.

1948 Bristol saloon 400/85A, black, radio, heater, owner taken delivery of Bristol 401.

41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [6824

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1339

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James R. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel Douglas 7598. [0549

H. R. MARTINDALE, Ltd., Yorkshire's leading distributors, demonstration cars available; write, 'phone or call for details; 1949 (Feb.) type 400/85A saloon, metallic green, one owner, 12,000 miles only; £1,975; large stock of spares.—H. R. Martindale, Ltd., 14, Harrison St., Briggate, Leeds, 1. [6239

### Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [4613

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bristol cars for disposal.—Mayfair 8351-6. [0330

### Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-75, Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638 [0458

### BRITISH SALMSON

1938 British Salmson 4-str. d.h.c. 14hp. two-tone blue; more than £300 spent in recent overhauls (bills shown); 30 mpg; 5 good tyres, 2 almost new; car in London, view by appointment; £375.—28, Oak Rd., Withington, Manchester, 20. Tel. Did. 1775. [6820

### British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park London, S.W.20. Tel. Wimbledon 0185 [0245

### BROUGH SUPERIOR

BROUGH SUPERIOR 1937 model D.H.C. 21.9hp reconditioned engine, full basic; £350.—2, Chatsworth Rd., London, W.4. Chiswick 4319 [6817

### B.S.A.

1939 B.S.A. sports, 3,000 miles genuine; £395.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6452

CHARLES RICKARDS, Ltd., the house of standing and repute.

1936 B.S.A. 10hp Scout 2-seater, black, a really attractive car, in excellent condition throughout; £265.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6316

1938 B.S.A. Scout 4-seater tourer at £245; in excellent condition.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [6507

**B.S.A.**

R. S. CURRIE & Co., Ltd., offer 1940 B.S.A. Scout 10hp open 4-seater, black, red leather, excellent condition; £335.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3369

**B.S.A. Cars Wanted**

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

**B.S.A. Spares and Service**

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

**BUGATTI**

SCUDDER & WALL offer:—

BUGATTI type 46 5-litre saloon, 1931, very excellent condition after expensive overhaul; £300; part exchanges.—33, Marylebone Lane, Wigmore St., W.1. Welbeck 8065. [6821

BUGATTI Atalante fixed head coupe, type 57, superb condition, imported post war, £10 tax; what offers? ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [6083

BUGATTI supercharged type 43A Roadster, aluminium wheels (reg. May, 1940), reconditioned as new, terrific performance, one of the prettiest Bugattis on the road. CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [5940

**Bugatti Spares and Service**

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

**BUICK**

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

BUICK model 51 saloon, complete with radio, colour royal blue, mileage 24,000, very excellent motor car; £1,850. W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6501

CAR MART, Ltd.

1938 Buick Viceroy saloon, 25,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6690

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery fitted with heater. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3133

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Buick 38hp saloon, fitted with division, cocktail cabinet, radio, etc.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6314

ARCHIE SIMONS & Co., Ltd.—1937 Buick 4-door drop head coupe, small mileage; £495.—94, Gt. Portland St., W.1. Lan. 1343. [6386

1934-37 Buick 7-seater limousines from £500.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7249

1947 Buick saloon, Type 71, 17,000 miles; £2,200.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2868

1939 Buick drop head foursome coupe, black, grey leather.—Full particulars from Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [4901

1937 model 40 coupe, 48,000 miles, one owner, exceptional condition, history known; £435.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6796

1939 Buick Albemarle drop head foursome coupe, extremely good condition, outright sale or exchange smaller car.—"Greenways," Lockerley, Nr. Romsey. Tel. Lockerley 312. [6425

1939 Buick Viceroy, black, first-class condition except requires spraying, rising glass partition, loose covers, licensed to end of year; offers wanted; can be seen by appointment. London, N.16.—Box 3427. [6282

1946 Buick Roadmaster saloon, first regd. 1947, £10 tax, right-hand drive, 17,000 miles; an immaculate car; £1,895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [6580

1939 Buick Carlton foursome drop head coupe, black, very low mileage, stored 5 years, in superb condition throughout, a genuine car, any examination welcomed; £895.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4686

1935 Buick 36hp limousine, fitted with wind-down division and face-forward occasionals, superb mechanical condition and in nice order throughout; ideal hire car; £350.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [6579

1939 model Buick specimen motor car, virtually as brand new, coachwork and interior immaculate, fitted radio, glass division, 5/6-seater, mechanically perfect, all tyres good, 2 spare wheels; this car has to be seen to be appreciated; any inspection invited.—Simpsons Motors (American car specialists), Wembley 3903. [5487

LIMOUSINE, 1939, partitioned 7-forward, black, 31,000, unquestionable condition, radio, privately owned reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6610

**Buick Cars Wanted**

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747 [0747

**Buick Cars Wanted**

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2885

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121 [0304

**Buick Spares and Service**

CROWN wheels and pinions for all Buick models, state ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester. [2669

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

**CADILLAC**

1936 Cadillac limousine, privately owned, immaculate. GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4827

**Cadillac Cars Wanted**

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0748

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

**Cadillac Spares and Service**

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

**CHEVROLET**

PHILIP RICKARDS, Limited, offer:—

1948 Chevrolet saloon, black, mileage 11,626; perfect.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6544

1947 Chevrolet Styleline saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6671

CHEVROLET 4-door saloon, silver grey, heater, etc., £10 tax, splendid condition; £1,350.—Grimshaws, Prestwich, Manchester. Tel. Prestwich 2277. [6122

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3577-6970. [6518

**Chevrolet Cars Wanted**

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0749

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6658

**Chevrolet Spares and Service**

CHEVROLET spares and repairs, for private vehicles only, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6677

**CHRYSLER**

1947 Chrysler Plymouth 4-door saloon, black, £10 tax, heater, etc., in excellent condition; £1,350.—Grimshaws, Prestwich, Manchester. Tel. Prestwich 2277. [6121

£325.—Chrysler 4-door drop head coupe, reconditioned, etc.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [5453

1938 (October) Chrysler 24hp saloon, one owner, 34,000 miles only, practically as new in every respect; £565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [6578

8-passenger 1939 Royal Saloon, forward occasionals, leather throughout, genuine 9,000, black, unquestionable condition.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6611

**Chrysler Cars Wanted**

CHRYSLER 1939 W'don saloons in first-class condition; prices and particulars to—PREMIERS MOTORS, Ltd., Chrysler Specialists, 19, Somers St., Leeds, 1. Tel. 23137. [0567

CASH immediately for good Chrysler.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6416

ROWLAND SMITH'S the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0752

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [2890

**Chrysler Spares and Service**

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361

**CITROEN**

DICKS CAR SALES offer:—

1939/40 Citroen 15hp saloon, very fine order, carefully used; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4240

GODFREY HOUGHTON, Ltd., offer

1946 Citroen light fifteen saloon, black/red, excellent condition, one owner; offers.

1948 Citroen light fifteen saloon, gunmetal grey, red, one owner, excellent order; £795.

GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Citroen Distributor, City Rd. Chester. Tel. Chester 2706. [5417

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1946 saloon de luxe, Light 15, black, red upholstery, mechanically faultless, brakes relined, cellulose, trimming, etc., practically unmarked; £695.

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437 [9815

CONTINENTAL CARS, Ltd., have always one or two good condition post-war Citroens in stock; please write or 'phone for particulars.—Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3 [6289

**CITROEN**

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:

1947 Registered Dec. 1946, Citroen 15hp saloon, silver with beige upholstery, Brooklands steering wheel, 18,000 miles, nearly new tyres; £750.

1946 Citroen 15hp saloon, black with beige upholstery, sprung steering wheel, outstanding condition; £675. [4655

JOHN S. TRUSCOTT, Ltd., have London's finest stock of used post-war Citroens; only first-class examples are offered.

ALL are one-owner cars and have been thoroughly serviced throughout; they are open to any reasonable trial or examination; full details and literature on request; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [6590

1948 (August) Citroen saloon, colour black, spare unused, small mileage, taxed year, as new throughout; £845.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [6438

1939 (1940 model) Citroen 15 saloon, polychromatic grey/blue leather, total genuine mileage 45,000, whole car equal to post-war condition; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5789

1937/38 Citroen 12.9hp, good condition, recently resprayed; 6 tyres (3 new), recond. gearbox, decarbonized; new sun roof in perspex, new roof lining, carpets, mahogany facia board; perfect running order; petrol from January; taxed, insured, extras; £300.—Box 3464. [6870

195gns.—Citroen Big 12, 1934, 7-seater saloon de luxe, dark blue and black, sliding head, blue leather, face-forward occasionals, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6932

**Citroen Cars Wanted**

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Citroen.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6403

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. [4863

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [6593

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0653

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

**Citroen Spares and Service**

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974. [4370

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

**CONNAUGHT**

1949 14hp Connaught competition 2-seater, engine as new, two or four carburettors, full racing specification, dry sump, brake cooling, high compression, close ratio gears, 3,000 miles; £1,575.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [6289

**DAIMLER**

OVERSEAS CARS, Ltd.

1938 16.2 Daimler saloon, black, red leather upholstery, general condition excellent; £575; for their Overseas Cars Bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6449

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 (August) Daimler 24hp owner driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition; £895.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [5195

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [6340

£35.—1929 Daimler 25hp 7-passenger, division, face-forward, good runner, body rough, suitable for spares.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6889

1938 Straight Eight limousine, F. chassis, suitable for hearse; £485.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3224

1938/9 E.L. 24 Daimler limousines, indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805

DAIMLER 1936 LQ3/20, only 8,000 miles since £500 overhaul, immaculate body by Mulliner, mechanically perfect, window division, forward facing occasionals, the perfect car for comfortable long distance hire work.—May be seen at any time at The West Bank Garage, Adderbury, nr. Banbury, Oxon. Tel. Adderbury 298. [6266

### DAIMLER

**245** gns.—Daimler 15 1936 de luxe 4-door saloon, black, sliding head, maroon leather, preselector, very good condition; terms, exchanges.—Rowland Smith, below. [6933

**195** gns.—Daimler 15 Oct. 1934 de luxe 4-door saloon, black, sliding head, brown leather, preselector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6933

DAIMLER 1937 E.L. 24hp limousine, unused from 1939-1946, perfect condition; £925.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [5953

CAN you spot a bargain! 1938 Daimler 17hp 2½-litre saloon, maroon, new tyres, in sound condition throughout, £425!—A.S. Motors, Palmerston Rd., N.W.6. Mai. 4725. [6539

**1937** Model 17hp Daimler saloon (first registered November 1936), recellulosed blue with blue leather; £495.—Jack Olding & Co., North Audley St., W.1. Mayfair 5242. [6772

**£695**.—1939 Daimler 2½-litre sports saloon, new condition throughout.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [6016

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [6376

DAIMLER 2½-litre 4-door saloon, reg. Aug., 1948, finished navy blue, blue leather upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,595 by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [6797

**1948** full tax paid, 36hp Straight Eight Daimler fitted with beautiful razor edged body by Freestone & Webb, comprising of the following, full 3-seater in front in black leather, electrically operated division window and rear blind, 4 interior lights operated also by rear doors, rear of car in best West of England cloth and exquisitely marked and polished in walnut wood fittings, radio fitted, cigar lighter, also numerous other refinements, 2 spare wheels recessed and streamlined into front wings, large boot at rear and the whole car finished in black and complete with driver's sunshine roof, mileage only 14,000, reservioed and checked by Daimlers March, 1950, a car which is only fit to be called magnificent, ideal for ambassador or persons interested in a very unusual car, cost £6,200, will accept much less; offers invited; cannot repeat.

CORDINGLEY & SONS, The Garage, Haslingden, Lancs. Tel. Rossendale 302. [6367

LIMOUSINE 1938 EL Series 24hp, seven seater, 25,000, excellent condition.—Below.

LIMOUSINE 1938/8-cyl-32hp, Hooper, partition, 7-forward, black, delightful condition, genuine 12,000. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6612

#### Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

LONDON CARS require several pre-war 17-18hp Daimler saloons; good condition essential.

LONDON CARS, 592/596, Greenford Rd., Greenford, Middx. Waxlow 2643. [6516

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St (Hampstead Tube) Ham 6041.

LIMOUSINE Modern 24hp-32hp required. Details please:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2891

URGENTLY wanted for client, low mileage Daimler 2½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1944

#### Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3 Kensington 7301. [0236

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874

### DELAGE

**15000** miles; 1938 Delage 27hp drop head coupe, superb car, as new; £685.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [6017

**1937** Delage Continental saloon, 3½-litre, very fast motor car, Cotal electric gear box, engine reconditioned, in first class order; £495.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [6460

#### Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain etc.

HEAD office, 82, Park St., W.1. [6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mal. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

#### Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD office: Regional House, 82, Park St., W.1. [2407

### D.K.W.

**1938** D.K.W. 8hp Master series saloon, perfect mechanical condition, appearance new, owner sailing for Australia; £295.—2, Sorrelgarth, Hitchin, Herts. [6257

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877 [0016

#### D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

### DODGE

**1948** Dodge 4-dr. saloon, radio and heater, l.h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6652

**1939** Dodge 26hp saloon, black with leather upholstery, overdrive transmission, one owner since new, this car has been carefully driven and well maintained and can be highly recommended; price £600.

APPLY The Reliance Garage (Norwich), Ltd., Heigham St., Norwich. Tel. Norwich 20566/7. [6365

TANKARD & SMITH, Ltd., offer 1939 Dodge 26hp d/h roadster in black with brown leather, in original condition throughout, speedometer reading 40,000 miles which is believed quite genuine, hydraulically operated hood, good radio, spotlight and many other extras, beautifully appointed, wonderful performance, £525, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6310

#### Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. 0362

### FIAT

**1940** Fiat 500, 4-seater coupe, excellent chassis coachwork; £285.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [5952

**£230**.—Fiat 10hp Balilla sports roadster, 1936.—Grove Motors, North Rd., Southall 5477. [5494

FIAT 500 convertible body, with seats, instruments, condition throughout; £585.—407, High Rd., N.12. Finchley 0091. [6521

**1939** Fiat 500, black, excellent condition, new tyres; £220.—Broadway Garage, Shanklin Rd., London, N.8. Mou. 5287. [6262

**1938** Fiat 500 coupe, maroon exceptional condition, new battery, poor tyres inexpensively replaceable; £215.

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon; and Wilton Mews, S.W.1. Liberty 4390. [7012

SOUTHERN COUNTIES GARAGES, Ltd.—1939 model 500 4-seater convertible, French grey, red upholstery, radio, an extremely smart car, in excellent condition; £315; below.

SOUTHERN COUNTIES GARAGES, Ltd.—1938 model 500 convertible coupe, silver grey, blue upholstery many extras including ammeter, voltmeter, thermometer, indicator warning lights, clock, etc., engine reconditioned, a most reliable car; £275.

SOUTHERN COUNTIES GARAGES, Ltd., Ifield Rd., Crawley, Sussex. Crawley 366-7. [5558

**1938** Fiat 1100 pillarless saloon, sun roof, in good condition; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St., (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [3774

**1939** Fiat 500 cabriolet, just recellulosed cream and red, in splendid condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley Tel Arnold 5221. [4251

FOX & NICHOLL Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

OPPORTUNITY for enthusiast; 1937 Fiat 500 convertible, engine, gear box, accessories need reassembly; body slightly damaged, needs repainting; £125.—Beresford Lodge, Pamington, Glos. Bredon 269. [6535

MAYFAIR GARAGES, Ltd., have an extensive selection of Fiat 500 Topolinos, convertible coupes, 4-seater saloons, and a smart, small 4cwt van with new coachwork designed and manufactured by ourselves.—Below.

MAYFAIR GARAGES, Ltd., aim to offer a selection at prices carefully graded to condition and year of manufacture; all with 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive price list and details of hire purchase.—Below.

MAYFAIR GARAGES, Ltd., Fiat repairs and renovations.—Balderton St. (opp Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [6466

**295** gns.—Fiat 1939 1,100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6934

**£225** cash, or £70 deposit.—1937/8 Fiat 500 4-seater coupe, black with blue leather, clean inside and out, splendid performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5581

**1948** registration Fiat 1500 with magnificent GHIA drop head coupe body in chocolate brown, chromium wheel discs, chromium fog and spot lamps, full 4/5-seater with ample luggage space, excellent performance, 30 mph with 30-35 mpg, a most imposing and economical car to run, taxed December; £950 (listed over £1,500 to-day).—Derrington, 159, London Rd., Kingston 5621-2. [4309

#### Fiat Cars Wanted

CMTR THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0933

#### Fiat Cars Wanted

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

#### Fiat Spares and Service

FIAT 500 radiator, 4 shock absorbers, complete rear axle; wanted chassis frame.—Fisher, Balmer Lawn, Brockenhurst, Hants. [6819

FIAT 500 convertible body, with seats, instruments, paint good, slight damage at scuttle; £45.—Beresford Lodge, Pamington, Glos. Bredon 269. [6534

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.: guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove W.11. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0906

B.D.J. (ENGLAND), Ltd., your north-west London 500 specialists; see your exchanged engine on test, fitted same day.—65, Lewlands Rd., Harrow (1 minute Harrow Met.). Temporary tel. Byron 1818. [0325

### FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

GLANFIELD LAWRENCE offer

**1939** Ford 8 saloon, black; £295.—407, High Rd., N.12. Finchley 0091. [6523

**1938** Ford 8 de luxe saloon, full de luxe model, excellent runner, good tyres, taxed; £265.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6879

**1947** Ford Anglias, choice of 3; trade enquiries invited.—Allery & Bernard, 372, Kings Rd., S.W.3. Fla. 7345. [6379

**1947** Ford Anglia black saloon, 9,000 miles, indistinguishable from new; £415 or £100 deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [4688

**1938** Ford 8hp saloon, excellent condition; £285.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [6207

**1948** (Sept) Ford Anglia, fawn, as new throughout; £500.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6020

**1938** Ford 8 saloon, black, in first class condition throughout; £280.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6503

**1947** Ford Anglia, black, in really first-class condition; price £450.—Blue Star Garages, Ltd., 617 Finchley Rd., N.W.3. Ham. 2255. [6561

**1947** Ford Anglia saloon; one owner; ex. cond.; £445.—Milestones Service Garage, Ltd., 308, Erith Rd., Bexleyheath. Erith 2469, 2629. [6761

FORD 8 1946 in very good condition; £350; can be be seen and tested in Shrewsbury.—Fletcher Estates, Ltd., Whitchurch Rd., Shrewsbury. [6197

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models [5367

**1939** Ford 8 saloon, black, in excellent condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley Tel Arnold 5221. [4244

**1947** Ford Anglias, beautiful condition; choice 2; £395 and £415; see page 34.—Smith & Hunter, 376 Kensington High St., W.14. Western 2312. [6531

**£435**.—1946-7 Ford 8 de luxe saloon, definitely as new, taxed year.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5515

8hp saloon, 1949, black, green hide upholstery, 7,700 miles only, one owner, unblemished; £555.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6798

#### Ford Eight Cars Wanted

WANTED for cash, small mileage Ford Anglia,—237, Brixton Hill, S.W.2. Tel. Tul. 3664. [6977

I REQUIRE post-war Ford 8 cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6982

FORD 8 saloon, post-war.—Mac. 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4185

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

PETERSHAM GARAGE, Ltd. authorised Ford agents are the best for Ford 8 buyers.—Petersham Mews, S.W.7. West. 4106. [4221

**1937**-1948 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6457

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

### FORD (10 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

PALMERS MOTORS offer:—

**1948** (September) Ford Prefect, black and beige cloth, 18,000 miles; £575; exchange and deferred terms.—53, York St., Twickenham. Popesgrove 1890/7087. [6905

WADDINGTON MOTORS, Ltd., offer:—

**1948** Ford Prefect, 11,000 miles, fitted loose covers since new, immaculate; £600.—Fortune Green Rd., N.W.6. Ham. 2211. [5934

### FORD (10 h.p.)

H. A. SAUNDERS, Ltd., offer:

**1947** Ford 10hp Prefect saloon, black, green leather, 9,000 miles; £595.

**1948** Ford 10hp Prefect saloon, black/red leather, 6,000 miles; £635.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6839

**1939** Ford Prefect, resprayed and retrimmed, mechanically excellent; £345.

JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6149

**1946** Ford 10 saloon, leather interior.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6432

**320** gns.—Late 1939 Ford Prefect, grey, sun roof, grey leather upholstery, good tyres, guaranteed 3 months.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352, and Enfield 3150. [6907

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

**1947** Ford Prefect 4-door black saloon, leather upholstery, 11,000 miles, one owner; £495 or £125 deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [4687

**£325**.—Ford 10 1939 Prefect tourer, bodywork really excellent, fully equipped, good tyres, very attractive; choice 4; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066/7; open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [6250

**1949** Ford 10hp Prefect, black-red leather upholstery, genuine mileage 2,000, really as new; price £685.—Atkinson, Lee Green 1647. [7025

WALTER SCOTT, Ltd.—1939 Ford 10, black, 1 owner, small mileage, exceptional condition; £365.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6477

**1947** Ford 10 Prefect 4-door saloon, in hide, fitted reconditioned engine, very nice condition; £535.—Simpsons Motors (American car specialists), Wembley 3903. [5489

**1938** model Ford 10hp, one owner since new, superb condition for 1938 car, leather interior, recently had new engine fitted; £330; any trial arranged by appointment.

JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6158

**£345**.—1940 Ford Prefect 10hp de luxe saloon, leather, unscratched. — Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5516

**1948** Ford Prefect saloon, black, cloth upholstery, low mileage; also 1939 Ford Prefect saloon, 4-door, cloth upholstery, in very nice condition throughout; also 1940 model Ford Prefect saloon 2-door, leather upholstery.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6969

**£295**.—Ford 10hp new type saloon, 1938-9, fitted genuine works replacement engine and extensively overhauled mechanically (all bills available for inspection), lively and economical performance, excellent tyres.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. 250 fully guaranteed used cars in stock. Write for 18-page post-free stock list; easy and confidential hire purchase facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. [6640

**1948** Ford Prefect, 14,000 miles, blue with cloth upholstery and loose covers, split front axle giving independent suspension, tele. control shock absorbers, wireless, de-mister, spot lamp, four new tyres, etc., the owner has spent a large sum to make this an exceptional car; £650.

THE HINDHEAD MOTOR WORKS, Ltd., Hindhead (663), Surrey. [6244

### Ford Ten Cars Wanted

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7010

WANTED for cash, small mileage Ford Prefect.—237, Brixton Hill, S.W.2. Tel. Tul. 3664. [6978

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15.

POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0654

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

**1937**-1948 Ford 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6456

WANTED, 1948 Ford Prefect black saloons, cloth or leather, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6128

RAYMOND WAY the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

### FORD (V.8)

CAR MART, Ltd.

**1949** Ford V.8 Pilot saloon, 7,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6691

CANADIAN Ford saloon, in splendid order, first registration 1947, £10 tax; £825.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [3348

**£395**.—1939-40 Ford V.8 de luxe saloon 30hp, leather, unblemished. — Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5520

FORD Mercury 32hp, first registered 1949, in first-class mechanical order and showroom condition; £975; reason for selling.—East Bargate Development Co., 2 Bargate, Southampton. Tel. 3220. [5319

**1939** Ford 22hp, very good condition, interior, mechanical condition and tyres very good, cheap motor car; £315.—Simpsons Motors (American car specialists) Wembley 3903. [5490

### FORD (V.8)

**£99** cash only.—1935 (June) Ford V.8 30hp 4-door saloon, clean paintwork and in good running order; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6 [4897

**£425**.—Ford V.8 Continental 01A model, registered 1946, believed 1942 model, bodywork immaculate, mechanically absolutely outstanding, comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6572

**295** gns.—Ford V.8 1938 (reg. Oct., 1942) 2hp 4-door saloon, black, brown leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6935

**1947** (late) American Ford V.8 4-door sedan, immaculate condition, fitted radio, heater and defroster, chromium-plated wheel trim, black paintwork, Bedford Ford upholstery, specimen motor car; £950.—Simpsons Motors (American car specialists), Wembley 3903. [6679

**£165**.—1938 (June) V.8 22hp saloon de luxe, excellent mechanical condition, recently fitted replacement unit (still under guarantee), good tyres all round, bodywork and leather interior in very good order, thoroughly reliable vehicle, ready for immediate service, taxed; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6914

**£425**!—Now you provincial buyers, come down with confidence, 1939 Ford V.8 30hp 91A, absolutely immaculate, black, civilian, 5 unworn Dunlops, plenty of chrome, twin Notek, twin windhorns, plaid loose-covers; in remarkably clean condition inside and out, see it, try it, you will buy it, looks worth double.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6877

### Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [6596

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

### UTILITY—FORD OR OTHER BODIES

JACQUIER, Ltd., offer:—

FIRST registered 1947, Ford Mercury utility, exceptionally good condition; £595.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6204

**1938** 81A Ford 30hp utility, new body, reconditioned; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6752

**1939** Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

**225** gns.—Ford V.8 Nov. 1936 30hp, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6936

### Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041 [0937

### FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

**£455**.—Ford 8, 1947 model saloon, 19,000 miles, superb condition.— Below.

**£550**.—Ford 10 1947 Prefect saloon, black, brown leather, superb condition.—Robbins, East Putney. Tel. 4581. [5068

GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, black/brown leather; radio, heater; 12,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, fawn/brown leather; radio, heater; 12,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1948 model Ford Prefect saloon, black/brown leather; excellent.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6783

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax 4801-3 [0378

### Ford Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938
C
M
THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 5 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. [2439

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

### Ford Spares and Service

NORMAND, Ltd.

THE best service only; highly skilled mechanics, with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0234

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines).

[0314

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ALDARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

### FRAZER

CHARLES RICKARDS, Ltd., the house of standing and repute.

**1948** (Nov.) Frazer saloon, black, 9,000 miles, radio.

**56** Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6312

### Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

### FRAZER NASH-B.M.W.

A.F.N., Ltd.

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321.

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London Rd., Isleworth. Hounslow 0011. [4684

ANTHONY CROOK offers:—

**1939** type 328 100mph sports 2-seater and several other models.

ANTHONY CROOK MOTORS, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 466. [4108

KEVILL-DAVIES & MARCH, Ltd., offer:—

**1939** Frazer Nash-B.M.W., type 327, occasional 2/4 cabriolet, in absolutely first-class condition, recently fitted with a Bristol head and 3 Solex, colour black, a very fast attractive car.

**41-42** Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [3660

CASS'S MOTOR MART.—1938 Frazer Nash-B.M.W. 320 saloon, superb condition throughout.—5, Warren St., W.1. Euston 3523. [6527

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [7507

**1939** type 327/80 drop head coupe, recellulosed black, new chromium plating, hood recovered mohair, new battery and tyres, total mileage 49,000, reconditioned engine fitted by Frazer Nash at 30,000, very smart car; £825 or near offer; would consider exchange for medium size utility brake in first class condition.—Box 3434. [6362

**1936** (August) Type 45 saloon, fitted with completely reconditioned Type 326 engine from A.F.N., since done less than 4,000 miles, re-upholstered, new carpets, new tyres, excellent steering and road-holding, very fast, very economical; £325 or nearest for essential quick sale.—137, Thornbury Rd., Gt. West Rd., Osterley, Middlesex. Tel. Hounslow 2801, not before April 4 owner abroad. [6175

SCARCE model, 1938 (July) Frazer Nash-B.M.W. model 328 sports 2-seater, luxuriously equipped independent front suspension, recessed spare wheel mounting with metal wheel cover, disappearing hood, excellent all-weather equipment, tele-controls, large dial speedo. and rev. counter, Tapley meter, passenger grab rail, Notek and Butler's pass lamps; finished most attractive shade of blue with red leather upholstery, an immaculate and most attractive car; terrific performance; offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6398

### Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers —Hampstead High St. (Hampstead Tube). Ham. 6041 [0940

### HEALEY

H.W. MOTORS, Ltd.

OWING to unusual circumstances, we are able to offer two new Healey cars, one a standard roadster the other a roadster coupe at very special prices; 'phone, write or call.

H.W. MOTORS, Ltd., Walton-on-Thames. Tel. 765 and 1437. [6491

HEALEY Distributors for London.

BROOKLANDS of BOND STREET, Ltd.

OFFER

EARLY delivery of new Silverstone 2-seater; price £1,246/11/8.

ALSO:—

**1949** (July) Sportsmobile drophead 4-seater coupe; colour silver, with blue leather; speedometer reading 4,000 miles; fitted radiomobile wireless; cost new £2,879.

**103**, New Bond St., W.1. Tel. Mayfair 8351/6. [6586

**1948** 2½-litre Healey special sports 2-seater, 2,000 miles only; £995.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 6667 [3343

### HEALEY

**1947** Healey, fitted 4-door 6-light sunshine saloon, fast, economical, mileage 5,000, grey with red leather; £1,100.—107, Thorne Rd., Doncaster (Tel. 3003). [6840

#### Healey Cars Wanted

BARTLETT.—Healey saloon or tourer wanted.—27a, Pembridge Villas, W.11. [5788

### HILLMAN 10

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Hillman Minx Mark 3 first registered February, 1949, mileage 13,900, colour pale green, fitted with H.M.V. radio, an excellent motor car; price £875.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4988

CAR MART, Ltd.

**1949** Hillman Minx, magnificent, 3,000 miles; £925.

**1948** Hillman Minx Phase II saloon, 6,000 miles; £795.

**1947** Hillman Minx coupe, 6,000 miles; £755.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6692

BROWNS for Hillman.

**1939** Hillman Minx saloon de luxe, excellent condition; £350.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3754

GLANFIELD LAWRENCE offer

**1946** Hillman Minx, black, exceptionally nice condition throughout; £585.—407, High Rd., N.12. Finchley 0091. [6521

H. A. SAUNDERS, Ltd., offer:—

**1948** Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

**1947** Hillman Minx drop head coupe, 12,000 miles; £645.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6830

HAROLD RADFORD & Co., Ltd.

**1948** (May) Hillman Minx Phase II saloon, black/brown upholstery, 5,600 miles, indistinguishable from new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3108

WARWICK WRIGHT, Ltd., offer:—

**1948** Hillman 10hp estate car, moorland grey, brown leather, 11,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6869

WARWICK WRIGHT, Ltd., offer:—

**1948** Hillman Minx 10hp drop head coupe, black, brown leather, 5,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6862

**1938** Hillman Minx d.h. coupe, now overhauling; £355.—Below.

**1937** Hillman Minx saloon, very sound, clean vehicle; £265; see page 34.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6334

**1948** Hillman 10hp coupe, Phase II; one owner; 9966 miles; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6753

**285** gns.—1938 Hillman Minx saloon, black, sun roof, green leather, good condition.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352, and Enfield 3150. [6909

**169** gns.—1936 Hillman 10 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6920

**1948** Hillman 10 Phase II, one owner, spotless; £715.—Riseley Garage, Riseley, Berks. Tel. Reading 85147. [6117

**1947** Hillman Minx drop head, one owner, superb condition, 14,000 miles only; £650.

JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6153

**1949** Hillman Phase III, pale green in perfect condition, 9,000 miles; £820.—Tel., Borrett, Kin. 2083. [6874

**1939** Hillman Minx, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [5954

NORMAN ROUNDHILL, Ashstead, offers 1947 Minx drophead coupe, genuine 7,800 miles, absolutely as new; £695.—Tel. Ashstead 34. [6631

**1939** Hillman 10 de luxe saloon, excellent, guaranteed; £315 payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6993

GORDON CARS (LONDON), Ltd.—1946 Hillman 10 drop head coupe; excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611 [6785

**1940** Hillman Minx saloon, black, excellent condition; price £395.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [6562

**1947** (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14, Brook Mews, W.1. Mayfair 4433. [5454

**£565**.—Hillman Minx de luxe saloon, black, with brown leather, genuine 15,000 miles, almost as new.—Robbins, East Putney. Tel. 4581. [6038

**1939** Hillman Minx saloon de luxe, black, bodywork perfect, mechanically sound, an ideal family car which is economical to run; £355.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6495

**1949** (January) Hillman Minx Phase III, magnificent saloon, genuine mileage 6,000; equal to new; loose covers and extras; £875.—Below.

**1939** (March) Hillman Minx 10hp de luxe saloon, above average condition; £355.—Harry Nash Motors, Limited, 348, King Street, Hammersmith. Riv. 2837-8. [6565

### HILLMAN 10

**1939** Hillman Minx de luxe saloon, one owner, immaculate condition throughout; 329gns; 3 months' written guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7013

**1949** Hillman Minx Phase III, green, as new, 6,000 miles; £850; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7007

**1948** Hillman Minx Phase II saloon, 14,000 miles; £685.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Woking. Tel. 1242. [6292

**1948** Hillman 10 saloon, Phase II, black, indistinguishable from new, one owner; £695.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221 [4246

**1939** Hillman Minx saloon, in very good condition throughout; bargain price; £315.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3767

**1949** (March) Hillman Minx Phase III saloon, in grey, 5,000 mls., as new; £850.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [6716

**1949** latest type Hillman Minx, one week out of covenant, 7,000 miles perfect mechanical condition; £830.—Simpsons Motors (American car specialists), Wembley 3903. [6680

**1938** Hillman Minx black saloon, one owner only, taxed for year, guaranteed; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6913

**1949** Hillman Minx, 6,000 miles as new.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [6926

**1939** Hillman Minx saloon de luxe, finished in maroon with red leather upholstery; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6966

**1949** (March) Phase III Minx saloon, indistinguishable from new, radio, spare unused, taxed year; £865; choice of two.—R. S. Mead, 42, Queen St., Maidenhead. Tel Maidenhead 2642. [5965

**155** gns.—1935 (model) Hillman Minx sports 2-seater, streamlined type, excellent condition, a bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [2468

**1949** Phase III Minx saloon, green, beige upholstery, 7,500 miles only, faultless condition.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6799

**1947** Hillman Minx drop head coupe, colour black, brown leather upholstery, excellent condition throughout; £625; exchanges.—Harold Webb Motors, Ltd., 336-340, High Rd., Ilford. Tel. Ilford 3151. [6489

### HILLMAN 14

**1938** Hillman 14 de luxe saloon, black, hide interior, reconditioned engine; £350.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6883

HILLMAN 14, immaculate motor car; £425.—Simpsons Motors (American car specialists), Wembley 3903 [1414

**1938** Hillman 14, immaculate, reconditioned engine, gearbox, recellulosed-plated; nearest £375.—11, Keswick Rd., Putney 3137. [6714

### HILLMAN 16

**£365**.—1937-8 Hillman 16 special Martin Walker d/h coupe, balanced hood, red leather as new, chrome and paintwork perfect.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5517

### HILLMAN 21

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., OFFER the following:—

**1938** Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4825

LIMOUSINE 1938 Deluxe Coachwork, partition, widest forward occasionals, leather throughout, black, exceptional; £745.

7-passenger 1937 privately owned black saloon, leather, bench occasionals, immaculate. £465.—Ape & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6614

### HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3

#### Hillman Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

RSROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

RROOTES Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House Piccadilly W.1 Tel. Grosvenor 3401. [0108

#### Hillman Cars Wanted

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7011

I REQUIRE post-war Hillman cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6968

**1948** Hillman 10 saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [6436

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [6412

POST-WAR Hillman required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0655

WANTED Hillman Minx saloon or drop head coupe.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [4813

BRITISH & COLONIAL MOTORS require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6866

ESTATE utility Phase II or III, must be exceptional condition.—Angior, 140, Golders Green Rd., London, N.W.11. [0530

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., London W.2. Paddington 1820. [6319

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0552

#### Hillman Spares and Service

NORMAND, Ltd.

THE best service only; highly skilled mechanics, with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0235

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254 [0720

#### Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

### HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

**1949** 3½-litre Hotchkiss Motor Show model, 4-door saloon, standard gear box, single carburettor, one owner recently passed by the Manufacturers, mileage 11,000, maroon with cloth upholstery; in first-class condition throughout.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5696

#### Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

#### H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and used H.R.G. cars available for immediate delivery.

NEW, unregistered, H.R.G. 1,500cc 2-seater, grey as list price.

**1947** H.R.G. Aerodynamic 1500 sports 2-seater with 1948 modifications, 16,000 miles, unused since passed out of manufacturers' works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5109

PERFORMANCE CARS offer 1947 Aerodynamic 1½-litre 2-seater.—See Sports Cars Column. [7024

**1948** H.R.G. sports 2-str., 1,500cc 7,600 miles, perfect condition; £700.—Tel. Mou. 1614 between 9 and 5. [6854

#### H.R.G. Cars Wanted

WANTED, H.R.G. 1,500cc, small mileage, well cared for, full particulars, private owner.—Box 2430. [6342

#### H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

### HUDSON

**1935** Hudson 29hp, fitted radio, tyres new; £175.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6536

#### Hudson Cars Wanted

URGENTLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [6414

#### Hudson Spares and Service

SPIKINS (TWICKENHAM) Ltd the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel Popesgrove 1035-6-7 Telegrams: Spikins Twickenham [0563

SPARES available for Hudson cars.—Engines complete with all accessories, £20; gear boxes, £10; rear axles complete with wheels, tyres and tubes, £18; front axles complete, £10; radiators, 50/-; despatched f.o.r. on receipt of cash.—Elibank Motors, Elibank Rd., Eltham Park, S.E.9. [7028

### HUMBER

CAR MART, Ltd.

**1948** Humber Hawk saloon, radio, 15,000 miles; £1,025.

**1948** Humber Snipe 18 saloon, 6,000 miles; £1,175.

**1949** Humber Super Snipe saloon, 5,000 miles; £1,595.

**1948-9** Humber Super Snipe saloon, 600 miles; £1,325.

**1948** Humber Pullman 7-seater limousine, 19,000 miles; £1,495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6693

OVERSEAS CARS, Ltd.

**1948** Humber Super Snipe saloon, metallic grey, fawn cloth upholstery, excellent condition throughout; £975; for other Overseas Cars Bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6450

JACQUIER, Ltd., offer:—

**FIRST** registered Nov., 1946, Humber Pullman limousine, leather throughout, excellent condition; £1,150.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5840

DICKS CAR SALES offer:—

**1939** Humber Super Snipe razor edge saloon, as new; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4235

WANSTEAD MOTORS, Ltd., offer:—

**1949** Humber Super Snipe, green, 6,000 miles; £1,450.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [1374

WARWICK WRIGHT, Ltd., offer:—

**1949** Humber Super Snipe 27hp Mark II saloon, silver green, buff leather, 8,000 miles; £1,550.

**1949** Humber Super Snipe 27hp Mark II saloon, steel grey, grey leather, 8,000 miles; £1,550.

**1949** Humber Super Snipe 27hp Mark II saloon, black, beige leather, 12,000 miles; £1,495.

**1948** Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 7,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6863

PHILIP RICKARDS, Limited, offer:—

**1948** Humber Hawk saloon, gunmetal, 8,000 miles; perfect.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6549

CHARLES RICKARDS, Ltd., the house of standing and repute.

**1935** Humber Snipe 24hp sports saloon, grey with red leather upholstery, 16,000 miles, faultless condition; £450.

**56** Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6311

CAMPBELL SYMONDS, Wembley 6262, offer the following 3 Humber Super Snipes:—

**1947** (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,500.

**1946** saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

**1937** sedanca de ville, 6-str., leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car, bargain; £795 [5446

**1947** Humber Pullman 7-seater limousine, one owner, 13,000 miles; £1,250.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6453

**£275** 1935 (model) Humber 21hp, long chassis limousine, black, clean condition, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6880

**1937** Humber Snipe 27hp 4-light saloon; £245.—472-480, Lordship Lane, N.22. Bowes Park 1665 and 6559. [6905

**1937** Humber 12 de luxe saloon, guaranteed; £250; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [5810

**1949** Humber Super Snipe saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6653

**1947** Humber Hawk saloon, export model, 23,000 miles, black, and brown leather, with numerous extras, beautifully kept; £900.

H. SOLOMON & SONS, Camberley. Tel. 34. [6731

LIMOUSINE, 1938, 27hp Pullman 7-seater; colour black with cloth upholstery; £695.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [3869

**1937** Humber 12 d.h. coupe, recellulosed, bargain; £350; see page 34.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6336

**1947** Humber Pullman limousine, 18,000 miles; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6669

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, green/fawn leather; 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6786

**1947** (Jan.) Humber Super Snipe sal, metallic grey, ex. cond., fitted radio.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. [6302

HUMBER Snipe, 1946, immaculate condition; 1937 25hp Wolseley saloon, excellent condition.—The Haslemere Motor Co (W.A.), Ltd. Tel. Nos. Waltham Cross 2275-6-7. [5523

HUMBER Mk. II Super Snipe, finished metallic grey with grey leather upholstery, small mileage, first registered December 1948.—Jack Olding & Co., North Audley St., W.1. [6773

**1947** (May) Humber Super Snipe saloon, grey, genuine mileage of 16,000, showroom condition, one owner; £950 or near offer.—3, Cranley Mews, S.W.7. Tel. Kensington 2635. [6169

HUMBER Super Snipe saloon, finished black with brown leather and cloth upholstery, small mileage, first registered November 1947.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [6774

### HUMBER

**1949** (March) Humber Super Snipe, green, 10,000 miles, H.M.V. radio and heater, choice of two; £1,490.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6998

**1938** Humber Imperial saloon, division, black, privately owned, 15,000 miles only, new tyres, condition throughout, unmarked, as new; offers?—Harwood's Garage, Petworth. Tel. 2232. [6812

HUMBER Super Snipe sports tourer, 6 seats, Thrupp & Maberly body, reg. 1949, £10 tax, new condition throughout; £495 for quick sale.—1, Courtfield Rise, West Wickham. Tel. Spr. 2471 (nr. Croydon). [6355

**1949** (late July) Humber pullman limousine (B.M.T.A. consent); mileage 2,200 only; indistinguishable from brand new; only just run-in; reasonable offers invited.—Hattons, Lord St., Southport. Tel. 2268. [6581

**1939** Humber 16 saloon, fitted new works engine, carburettor, battery, springs, tyres, reconditioned throughout, recellulosed, re-chromed, particularly attractive car, taxed December; £485.—Derrington, 159, London Rd. Kingston 5621-2. [5183

**495** gns.—Humber Snipe, May, 1939, 21hp, 4-door saloon, black, green leather, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6937

**1936** Humber 27hp Imperial 4-light, 4-door de luxe saloon, special body; this car is mechanically sound, coachwork very good, ideal for touring or towing caravans; £275.—Collons Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5937

**£1,295**.—1947-8 Humber Pullman 7-seater limousine, a genuine 1947 manufactured car, not to be confused with an ex-Government re-registered vehicle, superbly finished in sparkling black cellulose, with elegant interior furnishings, literally unblemished, face forward occasional seats and winding division. Having had one private owner since new this car is obviously immeasurably superior to similar models used for hire or similar purposes, even for such a short period, and in consequence the mileage run is appreciably less, constituting a nominal figure only. Discriminating concern cannot afford to miss this rare opportunity. First deposit secures.

CAMDEN MOTORS, Limited, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. [6636

LIMOUSINE 1939 Double Enclosed, forward occasionals, black, delightful condition. £695.

LIMOUSINE 1937, partition, 7-seater, leather throughout, privately owned, black. £535.

LIMOUSINE 1948, 13,000, immaculate, black. Seen: L'—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6613

#### Humber Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

R. C. WIMBUSH Ltd.,

WISH to purchase for cash good Humber Hawks.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [2334

HAWK 1949 model.—Angior, 140, Golders Green Rd., London, N.W.11. [0531

CASH immediately for good Humber.—H. F. Edwards, 154, St. Titchfield St., W.1. Langham 0012. [6404

BRITISH & COLONIAL MOTORS require good B Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6665

7-SEATERS Limousines, low mileage 1947/1948 also 1935/24hp, also 27hp privately owned 1937/38/39. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [2892

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

#### Humber Spares and Service

CROYDON'S Humber spares specialists. — Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0518

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0780

### INVICTA

**100** mph 4½-litre open tourer, lovely condition for enthusiast; any trial. London; £270 quick sale as owner purchased Rover.—Day Holborn 8632, evenings Add. 5749. [7019

### JAGUAR

**1947** S.S. Jaguar, exceptional condition; £875.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6451

### JAGUAR

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

BROWNS for Jaguars.

**1939** Jaguar 2½-litre saloon de luxe, immaculate condition, low mileage, reconditioned engine; £535.

**1939** Jaguar 2½-litre saloon de luxe, immaculate condition, low mileage, reconditioned engine; £535.—Browns Garage, Loughton (Essex) 4119 (Tube). [6468

TOM GARNER, Ltd., offer:—

**1948** Jaguar 1½-litre S.E. saloon, black with brown leather, 1,700 miles only.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6325

H. A. SAUNDERS, Ltd., offer:—

**1948** Jaguar 1½-litre special equipment saloon, black, fitted radio and discs, completely immaculate; £1,175.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6831

COOMBS & SONS (GUILDFORD) Ltd.,

OFFER:—

**1947** Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5698

RUSSELL MOTORS (Knightsbridge), Ltd.,

OFFER the following:—

**1946** 3½-litre Jaguar saloon, small mileage, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [5805

KEVILL-DAVIES & MARCH, Ltd., offer:—

JAGUAR 100 3½-litre special sports 2-str., completely rebuilt at a cost of over £730; re-registered 1949; £10 tax.

**41** -42, Hay's Mews, Berkeley Square, W.1. Grosvenor £563. [5097

**1948** Jaguar 3½-litre drop head coupe, fitted H.M.V. radio; £1,200.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [6891

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

**1947** Jaguar, black, radio, 25,000 miles, very good condition; £875.—Beels, 99, Central Av., Gravesend. [6713

**£225**.—S.S. Jaguar 2½-litre saloon, 1936, black, 100% mechanically perfect, a car for the enthusiast.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [5508

**1948** 3½-litre grey Jaguar saloon; 15,000 miles; excellent condition.—Hellermann, Tinsley Lane, Crawley, Sussex [4415

**1948** 1½-litre Jaguar saloon, special equipment model, taxed, condition as new, grey with grey upholstery; £1,000.

KNIBBS, Ltd., 4, Temple St., Manchester, 1. Tel. Ardwick 1386. [6206

**£465**.—Jaguar 1½-litre 1939 sln., bodywork and interior really tip-top, late type slatted radiator, particularly attractive; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066/7; open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [6251

**1937** Jaguar 2½-litre silver grey pre-war saloon; h.p. terms arranged.—K. Henry Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5168

**1948** (model) Jaguar 1½-litre special equipment saloon, grey, 15,000 miles, beautifully maintained; £1,050.—Robbins, East Putney. Tel. 4581. [5069

**3½**-litre saloon, 1947, low mileage, black, fawn upholstery, radio, faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6805

GORDON CARS (LONDON), Ltd.—1947 1½-litre Jaguar S.E. saloon, grey/grey leather; 10,000 miles; as new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6784

**1946** Jaguar 1½-litre, black/red leather, radio, excellent condition throughout; £785.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5790

**1949** (January) Jaguar 1½-litre saloon, fawn with green leather, H.M.V. radio; £1,150.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6995

### JAGUAR

**1948** Jaguar 3½-litre drop head coupe, 7,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6675

**1** ½-litre saloon, 1939 series, green, green hide, low mileage, really exceptional condition; £675.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6800

**1938** Jaguar 3½-litre saloon, one titled owner, 33,000 miles only, recent overhaul; price £375.—Ward Motors, Hightown Garage, Burlsedon Rd., Sholing, Southampton. [6216

**1948** Jaguar 3½-litre saloon, silver grey, grey upholstery, immaculate condition; £1,150.—Southern Counties Garages, Ltd., Ifield Rd., Crawley, Sussex. Crawley 366-7. [5559

S.S. Jaguar 3½-litre, 16,000 miles, genuine, one owner, absolutely spotless and immaculate inside and out, fitted radio, heater, wheel discs, etc., first registered December 16, 1946; £825 or near.

GREENHILL MOTORS, Ltd., 18-19, Greenhill Parade, Gt. North Rd., New Barnet. Bar. 5772. [2388

JAGUAR 1¼-litre saloon, first registered 1950 (ex-Jersey), black/brown, 10,000 miles, push-button radio, discs, mascot, etc., as new throughout; £975.—Riseley Garage, Riseley, Berks. Tel. Reading 85147. [6968

**395** gns.—Jaguar 1939 model 2½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6938

**£355**.—Jaguar 2½-litre saloon absolutely immaculate throughout, amazing condition, could be mistaken for post-war model; bodywork unmarked, chrome work excellent, interior spotless, very quiet, powerful and smooth performance, comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6569

**1948** (Nov.) Jaguar 1½-litre saloon S.E. model, in grey, with red leather, fitted radio and discs, 8,000 mls., perfect, £1,100; 1947 (Dec.) Jaguar 2½-litre saloon, in buff, with green leather, fitted radio, 5,000 mls. only, £1,150.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [6720

**1946** Jaguar 3½-litre, coachwork and chrome unmarked, mechanically perfect, maintained by own transport section, Ace discs included, single carburettor on special manifold giving 20mpg; owner taking delivery of new car; £1,100 or nearest offer.—Write J. Hobkirk, Sons & Co., Ltd., Ampthill Rd., Bedford, or 'phone 5427. [6251

### Jaguar Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

HHENLYS Ltd.,

HENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents. [0028

RROWLAND SMITH'S the Jaguar buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0943

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

ENTHUSIAST requires good 2½ Jaguar 1947-48 saloon. —Wilson, Welwyn Garden City 409 [6706

JAGUAR S.S.100 sports 2-str. wanted.—Vero, Oakfield, Atherstone, Warwickshire. Tel. 2224. [6842

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

URGENTLY wanted for client, low mileage Jaguar 1½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1945

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4642

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

CAMDEN MOTORS require to purchase Jaguar 1½-, 2½- and 3½-litre saloons and drop heads in good, clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Jaguar buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [6642

### Jaguar Spares and Service

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley Arnold 1154-5. [4105

### Jaguar Spares and Service

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

SAND at Manchester, Cheetham Hill Rd. Deansgate 6216/7.

QUICK completion of repairs. [0563

### JEEP

JEEPS.

24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214

JEEPS!!!—Special long chassis Jeep utility, far above average condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6433

METAMET.—Only firm offering 12 attractive Jeep conversions suitable for work and pleasure motoring. —100d, Belsize Lane, London, N.W.3. [0527

WILLYS Jeep shooting brake, 1947, 21,000 miles, good condition and appearance; £260.—Twitten, Orchard, Nutbourne Common, Pulborough. [6726

**1945** Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

JEEPS.—Autowork, Ltd., of Winchester, England's largest Jeep stockists, for Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock.—Tel. Winchester 4834. [6434

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035

**245** gns.—Jeep (Willys), reg. 1947, repainted black, hood and side-screens, spare wheel good tyres, excellent condition; genuine Jeep trailers available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6939

### Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

### Jeep Spares and Service

AUTOWORK, Ltd., of Winchester, the largest Jeep stockists, for all spares and service.—Tel. Winchester 4834. [6435

**100%** Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames (Tel. 4716.) [0566

### JOWETT

TOM GARNER, Ltd., offer:—

**1949** Jowett Javelin saloon, turquoise with beige leather, heater, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6326

JOWETT 8 saloon de luxe, 1938, good order, all basic, full tank; £250.—Box 3431. [6346

**£175**.—Jowett 1935 large 4-seater, resleeved, resprayed.—Bow 5179. [6855

JOWETT cars at bargain prices.—See the Jowett pioneers, The Royal Forest Garage, Chingford, E.4. Silverthorn 2200. [6881

CLARKE'S OF PIRBRIGHT, Surrey, Jowett main agents, offer 1948 Jowett Javelin, 3,300 miles; £895. —Tel. Brookwood 2201-2. [6371

JOWETT Javelin saloon, 1949, turquoise blue, beige leather, 15,500 miles, unmarked, very carefully used.—Gilloson, 4, Lodmoor Ave., Weymouth. [6339

**1948** Jowett Javelin saloon, de luxe model, wireless, etc.; £885, or 30 monthly instalments of £35/13/11.—Cooden Eng. Co., Bexhill. Tel. Cooden 600. [6297

**1948** (October) Jowett Javelin, 6,000 miles, equal to brand new car; £895.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [6447

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

**95** gns.—Jowett 1929 7hp 4-door saloon, black, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6940

### Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham 6041 [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5130

### Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 306, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfreys Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon. Cro. 3641. [0463

### Jowett Spares and Service

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

TRINITY CARS, Ltd., Jowett Javelin and Bradford Main Agents, spares, expert service and sales.—94, Bath Side, Wandsworth Common, S.W.18. Battersea 1166. [5465

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Parr, and 64, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

### KAISER FRAZER

PHILIP RICKARDS, Limited, offer:—

**1949** model Kaiser 4-door Sedan, black with fawn cloth upholstery; right-hand drive, fitted heater, radio, spot lamps, mileage 622 only since new.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6545

### LAGONDA

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

BROOKLANDS of BOND STREET, Ltd.,

OFFER:—

**1940** series 12-cylinder short-chassis special 4-carburettor engined drophead 4-seater coupe by James Young; this car is at the moment being completely reconditioned by Lagonda, Ltd., and will be available in two months' time, when it will be as new.

LONDON distributors for Lagonda.

DETAILS and catalogues available for new models.

**103**, New Bond St., W.1. Mayfair 8351/6. [6585

B. A. HENRY, Lagonda Specialist, offers the following from a large selection of Lagonda cars for sale:—

**1935** 4½-litre saloon, one owner, £400 spent on engine and chassis in past 18 months, very fast, owner left England; £275.

**1936** 4½-litre tourer, excellent condition, all original tonneau covers, etc., as new, 34,000 miles only, specially balanced engine; £725.

**1936** 4½-litre saloon, passed 100% by Lagonda, Ltd.; £725.

**1934** 4½-litre tourer; this is a very special car which has been completely rebuilt by Lagonda, Ltd., including new engine and complete overhaul of steering, gear box, clutch and rear axle has many modifications, including suspension and special panel, with many extra instruments; all engine parts chromed and polished and all plated parts rechromed.

**1935** 4½-litre tourer, chassis and transmission recently completely overhauled by Lagonda, Ltd., Rapide engine, suspension modified; special body recently built with modern lines; this car has cost over £900 in the past 18 months.

AN excellent service is guaranteed to Lagonda owners; we specialise in maintenance, service and many modifications to modernise pre-war Lagonda cars.

B. A. HENRY, Lagonda Specialists, 56, Princes Gate Mews, London, S.W.7. [6370

**325** gns.—Lagonda, 1933, 16-80hp pillarless sports saloon, duo-grey, red leather, cycle-type wings, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**495** gns.—Lagonda Rapide, 1935, 4½-litre Freestone & Webb foursome drop head coupe, black, grey leather, rear luggage trunk, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**295** gns.—Lagonda, 1935, 4½-litre 4-door pillarless saloon, black, green leather, good tyres, spare unworn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6941

**1939** registered late 1938 Lagonda V12 Rapide drop head coupe, green first-class condition; first offer over £850.—Corbitt & Taylor, 22 Conduit Mews, W.2. Amb 6049 [4650

3½-litre Lagonda saloon; first licensed 9th January, 1935; this car is in quite exceptionally good condition externally, and has just been completely overhauled at a cost of over £300, including engine, gearbox, back axle and chassis; price £500.

ESSAM & HEWSON, Ltd., 178/184, London Rd., Sheffield, 2. Tel. 52488. [6605

DAVIES MOTORS, Ltd. (managing director, J.E. Davies, 20 years service manager to Lagonda, Ltd.) offer, among many interesting Lagondas, a magnificent L.G.6 saloon, now running-in after overhaul; also an L.G.6 tourer.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287

ENTHUSIAST wishes to dispose of supercharged 2-litre Lagonda low chassis speed model open sports 4-seater, over £400 recently spent, receipts available; this car is perhaps the best of this famous marque available in the country; price £425.—P. L. Farmiloe, c/o Andrews Bros. (Maidenhead), Ltd., Boatbuilders, Raymond Rd., Maidenhead, Berkshire. Maidenhead 56. [6220

**1938** (July) Lagonda V.12 short chassis drop head foursome coupe, colour maroon with beige leather, H.M.V. push button radio, etc., taxed year; maker's accounts are available for the entire reconditioning of this car—including the supply and fitting of the latest suction two engine; in all nearly £1,300 since when it has run some 17,000 miles, and is now in fine order; reasonable offer will be accepted.—Apply Owner's Agent, Garnseys Garage, 16, The Causeway, Chippenham. Tel. Chippenham 2149. [5575

### Lagonda Cars Wanted

LAGONDA L.G.6 Independent 4½-litre coupe or saloon.—Price and particulars to Box 5296. [5396

CASH immediately for good Lagonda.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6405

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted. —Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0253

**Lagonda Spares and Service**

DAVIES MOTORS, Ltd., see our display advert., on page 417.

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 2½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

**LAMMAS GRAHAM**

£445.—Lammas Graham supercharged 26hp foursome drop head coupe, 1938, specially designed English coachwork by the Carlton Carriage Co. and an outstanding example of hand-built craftsmanship; finished in black and chrome, with quality Conolly hide interior; mechanical performance is of a very high standard, and we welcome the opportunity of demonstrating this 100 m.p.h. model to a genuine prospective purchaser.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2361 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. [6634

**LANCHESTER**

CAR MART, Ltd.

1938 Lanchester 14 Roadster saloon; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6695

DICKS CAR SALES offer:—

1938 Lanchester 14hp saloon, just completely overhauled, really sound; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4238

GUY SALMON AUTOMOBILES offer:—

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [1819

LANCHESTER saloon 17.9hp, preselector, 1935, excellent condition, taxed December; £350.—Dodd, Church Hollow, Purfleet, Essex. [5316

145 gns.—Lanchester 10, 1935, 5-6-seater utility van, wood-framed body, glass all round, removable rear seating; terms, exchanges.—Rowland Smith, below.

295 gns.—Lanchester 11, 1937, de luxe 4-door saloon, black sliding head, brown leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6942

**Lanchester Cars Wanted**

C M

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require several good used pre-war Lanchester 10/14hp.

LONDON CARS, 592/596, Greenford Rd., Greenford, Middx. Waxlow 2643. [6515

CASH immediately for good Lanchester.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6417

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

BRITISH & COLONIAL MOTORS require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6664

**Lanchester Spares and Service**

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

**LANCIA**

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples offered; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [6589

**Lancia Cars Wanted**

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [6594

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

**Lancia Spares and Service**

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley. (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

**LA SALLE**

CAR MART, Ltd.

1937 La Salle saloon, radio, 39,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6694

**LEA-FRANCIS**

PHILIP RICKARDS, Limited, offer:—

1949 Lea-Francis two-seater, maroon, 7,000 miles; B.M.T.A. consent.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6546

CHARLES FOLLETT, Ltd., Sole Distributors, London and Home Counties, offer:—

1949 Lea-Francis utility, 10,000 miles, 1 owner, heater, carefully maintained, a very smart and useful vehicle; £950.

1948 Lea-Francis 2-door Westland coupe, black, maroon leather, radio, 9,900 miles, a most attractive car; £950.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [6470

1948 Lea-Francis 14hp saloon, black with brown hide upholstery, one owner, genuine mileage 5,400, whole car as new.—Box 3425. [6258

LEA-FRANCIS saloon, black, beige leather upholstery, first registered August, 1946, excellent condition, one driver only; seen by appointment.—Gordon Russell, Ltd., Furniture Manufacturers, Broadway, Worcestershire. [6277

**LEA-FRANCIS**

795 gns.—Lea-Francis, April 1947, 14hp shooting brake, 4-door 5-seater coachbuilt natural timber body, fawn wings and bonnet, glass all round, drop tailboard, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6943

**Lea-Francis Cars Wanted**

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [6983

**Lea-Francis Spares and Service**

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

**LINCOLN-ZEPHYR**

JOE THOMPSON (MOTORS), Ltd., offers:—

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1382

**LLOYD**

£435.—1949 model Lloyd sports 2-str., gunmetal, 4,000 miles, as new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5514

395 gns.—Lloyd, Sept. 1948, 650 sports roadster, silver grey, red upholstery, latest type aluminium cylinder block, independent suspension, steering column gear change, one careful owner, 9,500 miles, exceptional condition, cost £480; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6944

**MERCEDES-BENZ**

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, all new tyres, complete petrol ration; offers.—Victoria 8715. [6096

CENTRAL GARAGE, Croydon, offer 1938 Mercedes-Benz, type 320, 26hp, finished in black with leather upholstery, excellent condition; price £875.—Central Garage, Tel. Croydon 7464. [6027

1937 14hp Mercedes-Benz Type 170 V, 2-door cabriolet, finished cream and black, only 33,000 miles, excellent condition, L/H drive; £575.—Jack Olding & Co., North Audley St., W.1. Mayfair 5242. [6776

1938 model Mercedes-Benz roadster; in exceptional condition; two-tone red; model 170V, 14hp, 27 m.p.g.; subject to A.A. test; £495; exchange considered.—Kingston Garage, Springhead, Anlaby, Nr. Hull. [3580

170 V 14hp Mercedes-Benz 2-door drophead foursome coupe, new hood, new battery, black with red leather upholstery; moderate mileage in outstanding condition; £495.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [4654

**Mercedes-Benz Spares and Service**

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105

**MERCURY**

1948 registered Canadian Mercury, equal to brand new car, 5 months' guarantee; £850.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [6448

**M.G.**

BROWNS for M.G.

1939 M.G. T.B. sports 2-seater, excellent condition; £395.—Brown's Garage, Loughton (Essex) 4119 Tube. [3753

WOODBAIN CARS offer:—

£265.—M.G. 9hp P.B. open sports 4-seater, a very rare type and the most popular among enthusiasts, in superb condition throughout, excellent sidescreens, tyres, etc.; a genuine opportunity.

£178.—M.G. 8hp J2 open sports 2-seater, cream, Aero and foldflat screens, fast little car, quick fillers, etc.

£165.—M.G. 12hp L-type sports 2-seater, slab tank, new tyres, foldflat screen; one of the faster ones.

£135.—M.G. 12hp foursome drop head coupe, pale blue and chromium, ideal for enthusiast with small family.

£99.—M.G. 8hp open sports 2-seater, green and chromium, completely rebuilt by enthusiast, 4 almost new tyres.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [6621

DICKS CAR SALES offer:—

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325.—Below.

1936 M.G. 9hp sports 2-seater, fitted many extras; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4241

1939 M.G. 2-seater sports, as new; £395.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth, S.W.18. Battersea 5573. [6599

1947 M.G. T type 2-seater, super condition; £530.—Below.

1937 M.G. 2-litre d.h. coupe, beautiful condition; £410; see page 34.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6337

**M.G.**

1937 M.G. 2-seater sports T.A. model, in splendid condition; £295.

GEE CARS, Ltd., 80, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [3759

M.G. 1948 P.C. Midget, red, exceptionally maintained, one owner; £625.

JARVIS & SONS, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [6544

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1949 (February) M.G. T.C., black, as new, 1 owner, £690.—Ker, 73, Brighton Rd., Newhaven. [6737

M.G. T.C. 1947 sports car, perfect order every way, low mileage; £540.—McCracken, Old Rectory, Hartwell, Aylesbury. [6746

1934 model M.G. Magna 12hp saloon, attractive car in sound order; £135.—Sands, Burnham, Bucks., 84. [6551

1946 M.G. 2-seater, perfect, guaranteed; £475; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6991

6000 miles, 1947 M.G. 2-str., one owner.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6668

£325.—M.G. T.A. 2-seater, smartly finished in bronze, two spares, spotlights, wind horn, beautiful condition throughout.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6295

1940 M.G. 1½-litre 12hp sports saloon, black with grey leather, engine recon., 11,000 miles since, radio and heater; £535.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6769

1938 M.G. 2-litre saloon, fitted with radio; £550.—Milestones Service Garage Ltd., 729, Sidcup Rd., New Eltham. Eltham 3230. [6764

M.G. N-type Magnette 2-seater, small mileage since £400 overhaul; £250; terms can be arranged.—35a, Wellesley Rd., Chiswick, W.4. [6280

M.G. Midget, 1936, 9hp PB 2-seater, black, red leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget, 1946, 11hp T.C. 2-seater, black, fawn leather, good tyres, numerous extras, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, 1937, 10hp T 2-seater, black, blue leather, practically unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget (August, 1933) 8 hp J.2 2-seater; metallic blue, blue leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. (June, 1939) 2.6-litre foursome drop head coupe, black, fawn leather, twin wind-tone horns, good tyres, spare unworn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6958

1½-litre M.G. saloon, black with beige leather, only 3,600 miles; £975.—Jack Olding, Audley House, North Audley St., W.1. Mayfair 5242-3-4. [6988

1947 M.G. T.C., red, Newton shock absorbers; trade enquiries invited; £535.—Allery and Bernard, 372, Kings Rd., S.W.3. Fla. 7345. [6380

1938 M.G. 2-litre sports saloon, in excellent condition; £345; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [6290

M.G. 1¼ saloon, July, 1947, in excellent condition throughout, low mileage, maroon; £785.—Bengry, Desalvi, Surbiton Court, Surbiton, Surrey. Elmbridge 2050. [6269

ROSE & YOUNG, Ltd., offer 1949 M.G. T.C. 2-seater, red; £650.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5752

MAYFAIR GARAGES, Ltd.—June, 1948 supercharged midget 2-seater, one owner, 4,000 miles only, almost new condition; 3 months' guarantee; £525.—Below.

MAYFAIR GARAGES, Ltd.—1934 model J.2 sports 2-seater with P-type wings, very fast, exceptional condition; 3 months' guarantee; £245.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [6467

1946 M.G. two-seater, 16,000 miles, four nearly new tyres, exceptionally good all round performance; £465.—G. E. Harper, London Rd., Stevenage. Tel. 81. [6757

1½-litre M.G. sports saloon, first registered January, 1948; finished in black with red leather upholstery; 10,000 miles; one owner and in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6626

1948 1¼ M.G. saloon, black, small mileage, extras include radio and heater specialist maintained, special features.—5, The Avenue, Knaresborough, Yorks. Tel. 6025. [6727

1949 (April) M.G. 1½ saloon, black, beige leather, fitted radio, 6,000 mls., as new; £975.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [6717

M.G. Magnette, 1935, rebored, new tyres, hood, screens, batteries, head lamps, new diff, ex. performance; bargain, £195.—Eccles, 21, Summerlee Gardens, London, N.2. Tudor 7443. [6261

1949 M.G. 1¼-litre saloon, maroon, 9,000 miles, in brand new condition with heater and special oversize Girling shock absorbers; £980.—Spark & Co., Oxted, Surrey. Tel. 623. [6630

1937 M.G. 2-litre, duo-green, hide upholstery, 38,000 miles, reconditioned engine, one owner, in excellent order throughout, 6 months' guarantee; £385.—Haskins, Ladbroke 1155. [5509

1948 (November) M.G. 1¼-litre saloon, 4,000 miles, taxed December; in really magnificent condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6674

M.G. Midget 2-seater, recent major overhaul, new coachbuilt body, new tyres, recellulosed fawn, taxed, full basic, a reliable, fast and extremely smart sports car; £150.—Nielsen, 5, Hawes Rd., Bromley. Ravensbourne 2035. [6268

### M.G

NOV., 1948, T.C., genuine 6,500 miles, radio, twin horns, 600X16 rear tyres and rims, three spare 19 rims and tyres, perfect condition, never used in competition of any kind; £625.—Clapp, Shuna, Albert Sq., Bowdon, Cheshire. [6707

**1939** M.G. 2.6-litre 4-door sports saloon, grey with blue leather upholstery, engine has just been completely reconditioned, owner taken delivery of new car; £550.—Birkett, Exchange Chambers, Corn St., Bristol. Tel. No. 22106. [6721

**1932** M.G. Magna sports 12 4-seater, engine recently overhauled and transmission renewed, new hood, tonneau, upholstery; offers around £175, or exchange small van.—Warren, Barn Close, Windy Arbour, Kenilworth. Tel. 295. [4389

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre d/h coupes in black, choice of two of these superb cars, both in remarkably fine condition and open to any inspection, £485, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6304

EXCEPTIONAL M.G. 1¼-litre Tickford drop head coupe, black, 1937 but moderate mileage, as stored 1940-1946, complete mechanical reconditioning just finished, full engineer's report available taxed year, basic; £425; owner taken delivery new car.—Tel. Parker Bristol 23571, or (evenings) Ramsworthy, Glos. 218. [6712

TANKARD & SMITH, Ltd., offer 1939 M.G. T.A. supercharged d/h Tickford coupe in grey with leather and new mohair hood to match, coachwork in very good order, mechanically very much above average with very high oil pressure when hot, nearly new radio, Marshall supercharger, £425, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6305

### M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

8hp M.G. sports required, around £130 cash; no dealers.—Details to Box 3467. [6873

URGENTLY required, good pre-war M.G..—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [6413

URGENTLY wanted for client, low mileage M.G. 1¼-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel Pad. 3075-6. [1947

URGENTLY required, low mileage 1947-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4640

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

### M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

M.G. spares, prompt and courteous service, see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5182

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [0349

### MORGAN

**1946** Morgan 4-4 coupe, blue and black; £535.—6, Florence Rd., Dorchester. [6212

**1940** Morgan 4-4 coupe, Coventry Climax engine, fitted Mastera.o, excellent condition; best offer over £300.—James, 25, Wenvoe Terrace, Barry. [6264

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403 [3325

### Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6406

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5131

### Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

### MORRIS MINOR

**1949** Morris Minor saloon, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6660

### MORRIS EIGHT

**1946** Morris 8, beautiful appearance and mechanically perfect; £450.
JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6157

### MORRIS EIGHT

CAR MART, Ltd.

**1948** Morris 8 4-door saloon, 700 miles; £645.

**1947** Morris 8 4-door saloon, 10,000 miles; £575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6696

J. CORYTON, Ltd.

**£535**.—1947 (August) 8hp Morris 2-door saloon, black/brown interior, 16,000 recorded mileage, one previous private owner, several extras fitted, exceptionally good condition and mechanically guaranteed.

**139**/149, Fulham Rd., South Kensington. Ken. 1410. [3877

GODFREY HOUGHTON, Ltd., offer

**1939** Morris 8 de luxe 4-door saloon, gunmetal grey blue, one owner, reconditioned and recellulosed, exceptional; £360.

**1948** Morris de luxe 4-door saloon, black and brown, one owner, 10,000, exceptional; £550.
GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Citroen Distributor, City Rd., Chester. Tel. Chester 2706. [5418

**1938** Morris 8 2-door saloon, beautifully kept; £270.—Below.

**1938** Morris 8 2-str., new upholstery covers, fine order; £235; see page 34.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [6333

MORRIS 8, 1938, in sound mechanical condition, interior needs slight attention; £245.
JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6160

**1938** Black 2-door saloon, new engine, tyres; any trial, London.—Offers, day City 6623, evenings Springpark 1924. [7018

**1947** Morris 8 saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7020

**1939** Morris 8 saloon, ex. cond.; licensed to Dec.; £345.—Milestones Service Garage, Ltd., 729, Sidcup Rd., New Eltham. Eltham 3230. [6763

**1938** Morris 8 saloon, engine overhauled; ex. cond.; £270.—Milestones Service Garage, Ltd., 308, Erith Rd., Bexleyheath. Erith 2469, 2629. [6759

**1939** Morris 8 saloon, in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6505

**425** gns.—Morris 8, May 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

**195** gns.—Morris 8, 1937 saloon, black, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6945

**235** gns.—1938 Morris 8 de luxe saloon, excellent condition, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [4922

**1938** Morris 8 saloon, attractively finished in blue, 1 owner from new, bodywork and interior absolutely immaculate, engine and chassis very sound, tyres good, unrepeatable value; £285.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6496

8hp saloon, 1948, 541 miles only, black with brown upholstery, faultless and unblemished, guarantee; 599gns.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6801

MORRIS 8, 1937, new engine and repainted November, 1949; very smart; all accessories working, taxed, petrol from December; £185; owner allocated new car.—Elven, 1a, Drive, Edgware. Tel. Primrose 6282. [6557

**1939** Morris 8 4-str. tourer, recently had first rebore, recellulosed, immaculate condition throughout; £335; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6967

**1939** Morris 8 saloon, black, brown leather upholstery, low mileage, unblemished; £355; terms, exchanges, 3 months' guarantee; free demonstration within 100 miles.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7015

**£63** deposit or £198 cash, 1937 Morris 8, 2-door saloon, clean bodywork, engine completed 2,800 miles since reconditioning, smart reliable car; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [6627

### Morris Eight Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

I REQUIRE post-war Morris 8 cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6984

WANTED for cash, small mileage Morris 8 or Minor.—237, Brixton Hill, S.W.2. Tel. Tul. 3664. [6975

MORRIS 8 saloon post-war.—Mac, 12, Bramble down Rd., Wallington Surrey Wallington 6397. [4186

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

**1937**-1948 Morris 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta 2232 and 0464. [6455

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

### MORRIS TEN

**1948** (June) Morris 10, 7,200 miles, immaculate condition, private sale; offers over £670.—Box 3466. [6872

**1947** (November) Morris 10 saloon, 18,000 miles, one owner from new; £635; 50 other used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6519

### MORRIS TEN

CAR MART, Ltd.

**1947** Morris 10 saloon, 7,000 miles; £695.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6697

H. A. SAUNDERS, Ltd., offer:—

**1948** Morris 10hp saloon, 2,695 miles; £735; choice of 2.

**1948** Morris 10hp saloon, 10,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6832

LAYTONS OF OXFORD offer:—

**£650**.—1947 (late) Morris 10hp saloon de luxe, black with brown leather upholstery, radio and many extras, and as new throughout.
LAYTONS, New Rd., Oxford. Tel. 3381. [6285

**1947** Morris 10hp de luxe saloon; £695; also.

**1948** Morris 10hp de luxe saloon; 10,500 miles; £760.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6754

**1946** (late) Morris 10, condition immaculate, very sound mechanically.
JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6154

**1946** Morris 10hp saloon de luxe, black, brown leather upholstery, immaculate condition; £510.
WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [6382

**1947** Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6484

**£365**.—Morris 10 1939, 4-dr. sln., particularly well kept, excellent tyres, small mileage, choice 3; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066/7; open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [6249

**1946** Morris 10 saloon, one owner, absolutely immaculate throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6427

**1939** Morris 10 saloon, recellulosed, a fine car, £390; another, £380; see page 34.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [6332

**10**hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6802

**1947** Morris 10 saloon, kept for personal use of Company Chairman, with daily works service; reconditioned engine and gearbox fitted by main agents, not yet run in; whole car immaculate; new car received; £635.—Needham, Croydon 2602, 8 a.m.-5 p.m. [6583

### Morris Ten Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

MORRIS 10 wanted, not earlier 1938.—Gordon Woodcerson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [5956

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

**1937**-1948 Morris 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6454

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0857

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

### MORRIS TWELVE

**1939** Morris 12 saloon, car in good condition, well cared for; £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6148

**1938** Morris 12, in original condition throughout; bargain, £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5511

**1939** Morris 12, coachwork and mechanical condition perfect, tyres very good; £325.—Simpsons Motors (American car specialists), Wembley 3905. [5492

**£395**.—1939 Morris 12 saloon, bodywork immaculate, interior most excellent, outstanding performance, comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6571

**1939** Morris 12 Series III, black, leather upholstery, good condition externally and mechanically one owner, now going abroad; will accept best offer over £350.—Box 3391. [6218

**125** gns.—Morris 12, 1936, Series II de luxe, 4-door saloon, black, sliding head, maroon leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6947

### Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

### MORRIS FOURTEEN

**£185**.—Here's another genuine 1937 Morris 14 de luxe saloon, good runner, excellent tyres, taxed; don't hesitate this time.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6876

**1939** Morris 14 saloon, appearance and condition quite exceptional; £395.—Bruce Francis, 8a, Cromwell Mews, South Kensington. Fla. 0513. [6375

### MORRIS FOURTEEN

169 gns.—1937 Morris 14hp 4-door sun saloon, Easy-clean wheels, leather upholstery; £60 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [5025

CAMDEN MOTORS.—Morris 14 saloon de luxe, 1937, full 5-seater body, original black cellulose, in very clean condition, dark leather, interior neat and tidy, particularly outstanding mechanical order, 3 new Dunlops, opportunity; £315.

CAMDEN MOTORS.—Morris 14 saloon de luxe Series III, 1938, dark blue and black cellulose is in spotless order and would not disgrace a car of much later manufacture, interior to match in similar condition, capacious body, large rear boot, especially good performance; £345; choice of 2 others of this year at prices from £325.

CAMDEN MOTORS.—Morris 14 de luxe saloon, 1940, immaculately finished in dark blue, whole car in beautiful condition, privately owned since new and very carefully used, stored 5 years, a very outstanding car indeed; £445.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. Over 300 fully guaranteed cars in stock; write for our post-free 18-page stock list; easy and confidential hire-purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. [6646

### MORRIS OXFORD

1949 Morris Oxford saloon, 5,000 miles; £925.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5947

1949 Morris Oxford saloon, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6673

MORRIS OXFORD, April, '49, beige, 7,000 miles; £895.—Halket, 9, York Rd., Hitchin, Herts. Tel. Hitchin 846. [6750

1949 Morris Oxford saloon, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mars St., Hackney, E.8. [6923

1949 Morris Oxford saloon, grey, 9,000 miles, superb condition in every detail; £925; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [6593

### MORRIS MISCELLANEOUS

JARVIS & SONS, Ltd., offer 1947 (November) Morris 10, excellent condition; £625.

1946 Morris 8, 2 door; £425.

JARVIS & SONS, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [6545

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4401-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel Norwich 20541. [0105

### Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

F. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [4560

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6407

SELL your Morris to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4556

BRITISH & COLONIAL MOTORS require good Morris cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6662

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [6320

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1952

### Morris Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd. Reading. Tel. 1436. [0206

### NASH

£250.—Definitely unrepeatable, 1938 Nash model 400, 22hp drop head coupe, Burtonwood reconditioned engine, brakes relined, etc., worth double.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6875

1948 (June) Nash convertible coupe, grey with red leather upholstery, electrically controlled hood, 6-waveband radio, numerous extras, very low mileage.

JAMES SIMPSON (SALES), 244, Brompton Rd., S.W.3. Ken. 3315. [6155

NASH Ambassador 8 convertible roadster, November, 1938, 31hp ohv, twin ignition, twin plugs, etc., automatic double acting overdrive and free wheel giving 18-20mpg, 70mph in second gear, with a very high top speed; £350 or near offer.—Benguy, Desalvi, Surbiton Court, Surbiton, Surrey. Elmbridge 2050. [6270

### OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0115

CASS'S MOTOR MART.—1939 Oldsmobile 6 saloon, £10 tax, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [6528

1949 6-cylinder Oldsmobile drop head foursome coupe, power operated hood, hydramatic drive with overdrive, absolutely faultless, luxurious extras; £2,550.—Crawley. Western 6015 [4146

### OPEL

OPEL 12hp Cadet saloon 1937; £135.—84, Blackfen Rd., Sidcup, Kent. [6818

245 gns.—Opel Cadet, 1937, 12hp saloon, black, reupholstered, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Opel Super Six, 1937, 24hp 5-seater convertible cabriolet, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6943

### Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—257 Brixton Hill, S.W.2. Tul. 3664. [6069

### Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160. [5772

### PACKARD

DICKS CAR SALES offer:—

1938 Packard 35hp drop head coupe, fitted radio, fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4902

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face forward occasionals; £795.

1939 sedanca de ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5134

1939 Packard limousine, 32,000 miles, practically as new.

1936 Packard limousine, privately owned, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7389

£895.—1938 Packard Super 8 limousine, black, a superb vehicle for hire or private use, £10 tax.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6884

PACKARD Super 8 enclosed drive limousine, very clean; £350.—Le Grice Eliers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [6375

57 hp V12 1938 Packard saloon, with division, run only 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6654

£565.—34hp Packard late 1938 drop head coupe, black, with brown leather, most elegant car, superb condition.—Robbins, East Putney. Tel. 4851. [6039

1936 Packard 33 Super Eight Limousine, 8-seater 1 owner, 60,000 miles, engine rebored, full history known; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [2862

295 gns.—Packard 8, June, 1936, 27hp 120 4-door touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6949

1936 27hp special drop head foursome coupe, 3-position hood, Marshall head lamps and passlight, very small original mileage, maintained by Packards, in new and immaculate condition throughout; £450.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [6060

£395.—One private owner since new, Packard 26hp six-seater touring saloon de luxe, 1937-8, in such exclusive condition that it could easily be mistaken for a very much later model, black cellulose really does sparkle, whilst the interior upholstery in brown leather is virtually unmarked. Never having been employed for Hackney or similar purposes, the amount of use involved is very small in comparison with such models, and indicates the extreme care and attention given by the previous owner. Mechanically the Packard gives a first-class ride with vivid acceleration, positive steering, and powerful braking, and is in condition to give a lasting term of delightful service. Fitted variable tone control radio, latest type all-steel wheels with large chromed embellishers.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page post-free stock list of over 250 fully guaranteed used cars, easy and confidential hire purchase facilities, part exchanges. [6637

### Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0751

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2886

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Ken. 4858. [9834

LEONARD WILLIAMS & Co. (1940), Ltd. (sole concessionaires), require good, low-mileage Packard cars.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

### Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97 Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

### PONTIAC

1948 Pontiac 6-cyl. 2-door left-hand drive saloon, as new; £1,750.—Park Garage (Molesey), Ltd., Hampton Court Way, Wolseley. Tel. 4371. [5927

### Pontiac Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

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### RACING CARS

SPECIAL Formula II A.C.-engined single-seater, ready to race, 9cwt and approx 95 bhp available; £250.—Dragon Garage, Colgate, Horsham, Sussex. [6853

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

### Racing Cars Spares and Service

SPARES for 1½-litre Era, cylinder head, crankshafts, pistons, half-shafts.—Hutchison, Whitewaysend House, Farnham, Surrey. [6098

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A-ONE MOTORS (LONDON), Ltd., offer:—

RAILTONS 28hp Cobham saloon (1938/9), Fairmile coupe (1938); Claremont drop-head coupe 4-5-seater, 1937; Salmon, Hudson foursome d.h. coupe, 1938; Carlton Hudson foursome d.h. coupe, 1937; many others; prices to suit all purses.—Tel. Victoria 8285. [4295

CHARLES RICKARDS, Ltd., the house of standing and repute.

1935 Railton 30hp sports 4-seater tourer, complete overhaul; £350.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6313

RAILTON Fairmile coupe, 1936, 28hp, in beautiful condition, overhauled last July, metallic grey, ivory upholstery, any trial; £295.

NORMAN LEDSON, Ltd., Duke St., Rochdale. Tel. 2201-2 day, 3315 night. [6237

SMART 2-seater Railton 10hp car, dark blue, 1939 model, excellent condition.—Apply Lt. Col. Spencer, Wheatfield House, Tetsworth, Oxon. [6002

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6755.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5614

1935 model 28.8hp Railton saloon, a beautiful car, in excellent condition, first reasonable offer secures.—Smith, 48, Brookvale Rd., Southampton. [6841

### RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

JACQUIER, Ltd., offer:—

1939 model Renault 8 saloon, good condition throughout; £295. — 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6511

RENAULT.—The following cars with others carry our usual guarantee service. Established 1909:—

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 12.1 1939 5-str. saloon, taxed; £325.

RENAULT 17.9 1939 saloon de luxe; £350.

RENAULT 13.9 1935 saloon de luxe, taxed; £125.

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

1938 Renault 12-4 de luxe saloon, guaranteed, £265, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [6971

RENAULT 17.9, convertible, 1937, one owner, rebored, good coachwork.—Longford, 174, High St., Rainham, Kent. Tel. Rainham 81333. [6215

1936 Renault 12.1hp saloon, French grey, very good condition; £175.—Wareing, Coombe Cottage, Sturminster, Marshall, Dorset. [6810

1937-8 Renault 12hp saloon de luxe, black cream details, very smart, tyres excellent, petrol, taxed; £215.—Barty, 8, The Drive, Barnet 6754. [6351

245 gns.—Renault 12, 1939 model, 4-door touring saloon, black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6950

### Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd. Surbiton. Elmbridge 1873. [0127

### RILEY

CAR MART, Ltd.

1947-8 Riley 1½-litre saloon, 11,000 miles; £1,075.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6696

BROWNS for Rileys.

1947 Riley 1½-litre saloon de luxe, immaculate condition, low mileage; £925.—Brown's Garage, Loughton (Essex) 4119 (Tube) [4645

TOM GARNER, Ltd., offer:—

1949 Series Riley 2½-litre saloon, green with grey upholstery, 5,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6327

WIMBUSH for good Rileys.

1949 Riley 1½-litre saloon, maroon with red leather upholstery, 11,000 miles by one careful owner, fitted sun roof by Weathershields and Ekco radio; £1,175.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6777

GLANFIELD LAWRENCE offer

RILEY 9 saloon, registered 1938, just been resprayed; £385.—407, High Rd., N.12. Finchley 0091. [6522

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, 1 owner, 15,000 miles, excellent condition throughout; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6475

GODFREY HOUGHTON, Ltd., offer

1948 Riley 2½-litre saloon, black and brown, 12,000, radio, screen demister, one owner, quite as new, good clean car, cash, exchange or deferred terms; £1,250.

GODFREY HOUGHTON, Ltd., Chrysler, Dodge and Citroen Distributor, City Rd., Chester. Tel. Chester 2706. [5419

1947 Riley 2½-litre, 8,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1352

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3540

### RILEY

WARWICK WRIGHT, Ltd., offer:—

**1948** Riley 1½-litre saloon, black, fawn cloth 8,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6864

PHILIP RICKARDS, Limited, offer:—

**1949** 1½-litre Riley saloon, black, 12,000 miles; immaculate.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6550

PHILIP RICKARDS, Limited, offer:—

**1949** Riley 2½-litre utility, mileage 700.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6543

GATEHOUSE offer 1937 Riley 9 saloon, fitted radio, in immaculate condition; £325.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6442

SUSSEX specialists for reconditioned Riley cars; repairs spares.—Lewes Motors Ltd, Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kinston 3348.

**1947** Riley 2½ saloon, carefully maintained by enthusiast, radiomobile.—For trial Tel. Tudor 1512. [6823

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3. (Ham. 8707), offer with 3 months' written guarantee:—

**1931** Riley 9 4-seater, £110; 1931 Riley 14-6 saloon, basic undrawn, £65; 1929 Riley 9 tourer, £60; exchanges, terms, all spares stocked. [7023

NORMAN ROUNDHILL, Ashtead, offers 1949 2½-litre saloon, wireless, low mileage, a really super car; £1,395.—Tel. Ashtead 34. [5551

**1937** Riley 1½-litre saloon, in immaculate condition throughout.—Lockwood Half-way, Walton 2824 and after 6 o'clock 5077. [5822

**1949** 12hp Riley saloon, maroon, virtually new, 3,096 miles only; £1,290.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [6893

**1950** registered Riley 2-seater special, rebuilt completely, 2-seater body, 9hp; £225.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc 5175. [5050

**1935** Riley 9 Kestrel saloon, 6,000 miles since £150 engine, gear box overhaul, twin carbs, special series engine; £250.—59, Montague Rd. Hounslow 6947 after 6 p.m. [6709

**1938** Riley 1½-litre Kestrel 6-light saloon, sliding roof, pre-selector gear box, excellent condition; £485.—Mears Motors, Ltd., Upper Richmond Rd., S.W.14. Pro. 2235. [6625

**1938** Riley 1½-litre Kestrel 6-light saloon, sun roof, pre-selector gear box, excellent condition; £485.—Mears Motors, Ltd., Upper Richmond Rd., S.W.14. Pro. 2235. [6815

**195** gns.—Riley 9, 1933, twin-carburettor special four-some drop head coupe, black, green leather, new hood, very good condition; terms, exchanges.—Rowland Smith, below.

**245** gns.—Riley 15/6, 1936 model, 4-door Falcon saloon, black, sliding head, blue leather, pre-selector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6951

**1947** 2½-litre Riley saloon, colour black, brown leather interior, very low mileage, beautiful condition throughout, privately owned; £1,075.—Austin Munks, Leverton, Boston, Lincs. [5466

**1949** (January) Riley 2½-litre saloon, black with green leather, 100bhp engine, 2,000 miles; £1,525.—Bell's Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. [6999

**£285**.—1936 Riley 12/4 4-door saloon, black, red leather, splendid condition throughout; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate. Maryland 2534. [6487

**1948** 2½-litre sports saloon, black and chrome with fawn cloth upholstery, leather edged, fitted loose covers and Radiomobile, very low mileage and in immaculate condition; 3 months' guarantee; A.A. or R.A.C. examination welcomed.

COLMORE DEPOT, Ltd., 200, Deansgate, Manchester, 3. Blackfriars 3322. [6596

**£475**.—Riley Kestrel 6-light model, fitted with Sprite engine, scarce and much sought after example, 1937, twin carburettors, Scintilla mag., exceptionally fast and very striking appearance.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [6649

**1948** (March) Riley 2½-litre saloon, in black, with all red leather upholstery, 11,000 mls., as new; £1,275.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [6719

RILEY 2½-litre, March, 1949, mileage under 9,000, cream, black line maroon upholstery, spotless and mechanically perfect, serviced Riley's only every 1,000 miles; accept first genuine offer near £1,650.—View and test appt. only, Mason, 2, Dunstan Rd., Golders Green, Meadway 2106. [6265

TANKARD & SMITH, Ltd., offer 1937 Riley 1½-litre Kestrel Sprite saloon in opalescent grey with brown leather, magnificent condition, extremely fast, £475, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6308

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CMART

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [6969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6418

POST-WAR 1½-litre wanted by enthusiast; condition and mileage immaterial; no dealers.—Arnold 1565. [6254

URGENTLY required, low mileage 1947-9 Riley 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4641

### Riley Cars Wanted

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

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ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [8560

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

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HROWEN, Ltd.,

LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

NEW Rolls-Royce Silver Wraith by Freestone & Webb, in black and apple green. Ref. No. OW.802.

ROLLS-ROYCE 25-30 4-door razor edge sports saloon by H. J. Mulliner. Ref. No. H.4092.

ROLLS-ROYCE Silver Wraith limousine by Freestone & Webb. Ref. No. H.3311.

ROLLS-ROYCE 25-30 sports saloon by Hooper. Ref. No. H.3938.

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ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

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ROLLS-ROYCE 20-25 saloon by Park Ward. Ref. H.2874.

ROLLS-ROYCE 20-25 limousine by Park Ward. Ref. H.3918

ROLLS-ROYCE 20-25 4-lt saloon with division by A. Mulliner. Ref. H.2545.

ROLLS-ROYCE 20-25 sports saloon by A. Mulliner. Ref. H.1395.

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**1935** Rolls-Royce 20-25hp 7-seater limousine by Barker, 11,000 miles; £1,395.

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**1937** Rolls-Royce 25-30hp 4-light saloon by H. J. Mulliner, 41,000 miles; £1,975.

**1938** Rolls-Royce Phantom III sports saloon by Thrupp & Maberly; £1,795

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6699

ROLLS-ROYCE 1935 25hp 2-seater drop head coupe, perfect condition, ideal car for Continental tour, grey-blue; £1,250; no dealers.—S., 8, Queens Rd., Weybridge 66. [6358

HEARSES 1950 Silver Wraith 5-door Bearer/also 3-door Deck, exclusive designs—also Phantom III and 25/30hp 6-bearer also Decks—1950 streamlined Coachwork, lavishly equipped. Immediate Delivery—details:—Albe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6620

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NORTHERN Rolls-Royce Specialists since 1905.

**1937** 30hp touring limousine by Rippon, drop division, very good condition 25,000 miles only.

**1935** Phantom II drop head coupe by Gurney Nutting, excellent condition.

**1935** 25.3hp seven-seater limousine by Rippon, face forward occasional chairs small mileage.

**1934** 25hp 4-door sports saloon by Rippon, black with blue leather.

**1932** 25hp 4-door sports saloon by Barker, newly reconditioned throughout.

YOU can buy with confidence from the largest distributors,

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0908

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PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

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J. MARSHALL offers:—

**1929** Rolls-Royce 20-22 foursome drop head coupe, rebuilt in 1946 and remarkably well done, incorporating modern deep section, chromium-plated radiator, and straight line bonnet, swept front and rear wings with built-in wing lamps modernised dashboard with chromium-plated fitments and radio; £595.

**1928** Rolls-Royce 20-22 enclosed drive limousine with face forward occasionals, engine recently overhauled, interior untidy; £225.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369 [4986

JACK OLDING of Mayfair,

OFFICIAL Rolls-Royce and Bentley Retailers,

OFFER:—

SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948; £4,500.

SILVER Wraith touring limousine by Hooper, finished black with beige leather, 600 miles only, first registered September 1947.

WRAITH 4-door Allweather with winding division by Thrupp and Maberly, first registered 1939.

PHANTOM III owner-driver razor-edge sports saloon with division by H. J. Mulliner, finished black with blue leather to front and grey cloth to rear, mileage 38,000, all modifications carried out, first registered October 1937.

PHANTOM III razor-edge saloon with division by H. J. Mulliner, finished dark blue with fawn cloth to rear and blue leather to front with blue head lining, small mileage, first registered March 1938.

DETAILS of new Rolls-Royce cars for early delivery on application.

AUDLEY House,

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ROLLS-ROYCE (reg. 1937) 25hp Freestone & Webb sports saloon, speedometer, 18,000 miles only.

ROLLS-ROYCE 1934 25hp Park Ward saloon; £950.

ROLLS-ROYCE 1932-3 25hp saloon, exceptional condition; £675.—27a, Pembridge Villas, W.11. [9187

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

**1937** (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car indistinguishable from new throughout.

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MASCOT MOTORS, Ltd., offer the following:—

**1936** 25hp Hooper sports saloon with division, 54,000 miles.

**1932** 25hp T. and M. sports saloon.

**1932** 25hp H.J.M. Continental type sports saloon.

**1930** 25hp Barker Continental type sports saloon

**1928** 20hp Park Ward 4-light saloon.

**1926** 20hp T. and M. 5-seater open tourer.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. [4559

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., OFFER the following:—

**1935** Rolls-Royce special Park Ward close-coupled saloon with completely disappearing division, large boot, electrically operated windows, radio, P.100 headlamps, twin horns, discs, mascot, etc., original tools complete.—Can be seen and tried at 47, Sloane St., S.W.1. Tel. Sloane 9288. [4823

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GUY SALMON AUTOMOBILES, Ltd., offer:—

**1934** Rolls-Royce 20-25 fitted most attractive sports saloon by Young of Bromley, recently rebored, immaculate condition; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [7016

SOUTHERN MOTOR Co., Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437.

OFFER the following cars:—

**1938** Replica Rolls-Royce owner-driven saloon on 20-25hp chassis, many extras; price £1,150.

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BOTH the above cars have been reconditioned in our own works and carry our guarantee. [3647

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

**1935** Rolls-Royce 20-25 limousine by Windover, 1 owner, 46,000 miles only, very comfortable, and easy body to get in and out of, exceptional condition; £1,250.

**18**, Berkeley St., W.1. May. 6266.

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**£185**.—Phantom I Rolls-Royce 7-passenger limousine, 1928, 4 absolutely new tyres and battery, runs well.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6296

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**1934** Rolls-Royce 20/25 limousine by Barker, £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6655

**1938** 29.4hp Rolls-Royce open sports, Vanden Plas body, beautiful condition throughout; enquiries.—Secretary, Lympne Castle, Hythe, Kent. [5108

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [3863

**1929** 20hp Rolls-Royce 4-door Hooper saloon, reconditioned, recellulosed any reasonable trial; £600.—Duchesne, Wimborne, Dorset. Tel. 106.

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**1930** 25hp chassis, now being reconditioned throughout. £450.

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**1934** 20-25 Rolls-Royce drop head foursome coupe, two owners, genuine 43,000 miles, most up-to-date line, beautiful condition; £1,275.—Crawley, Western 6015. [7003

**1937** Rolls Windover sedanca de ville, 38,000 miles, one private owner, as new throughout; £1,600.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242 [4072

**1936** 25-30 Rolls-Royce H. J. Mulliner 4-door saloon with rear boot, magnificent condition, low mileage.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [7001

ARCHIE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face forward seats; £750.—94, Gt. Portland St., W.1. Lan. 1343. [6387

**25-30** hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent convertible coachwork, finished in black with blue upholstery; £1,850.

OFFERED by Clarke's of Pirbright, Automobile Engineers. Officially appointed Retailers and Repairers of Rolls-Royce cars. Tel. Brookwood 2201-2-3. [6559

LIMOUSINES, 1933/1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000gns; exchanges, hire purchase.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [8217

**1937** Rolls-Royce 25hp 7-seater limousine, body Thrupp & Maberly, face forward occasionals; £1,275; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6537

**365** gns.—Rolls-Royce 1929 20hp Park Ward 7-seater limousine, black, winding partition, face forward occasionals, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, as below.

**1350** gns.—Rolls-Royce, 1937, 25/30hp Mulliner 7-passenger double-enclosed limousine, black, front leather, rear cloth, winding division, face-forward occasional seats, Ace wheel discs, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6952

WRAITH Owner-driver 1939/1941 Park Ward 4-door semi-mitred edge Sports Saloons, capacious boot, leather throughout, bucket seats, black, 44,000, delightful condition, mechanical guarantee certificate. Below.

SPORTSALOON Magnificent Phantom III owner-driver, Hooper, partition, genuine 31,000, lavishly equipped, unquestionable condition. £1190. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6616

**1937** Rolls-Royce Phantom III, in yellow and black, 7-seater partitioned limousine, with face forward seats, superb condition internally and mechanically, any trial; £1,600.—Groom & Sons, Towcester, Northants. [4420

**£795**.—1939 Rolls Replica 20hp, superb body (sports saloon) and unblemished, H.M.V. radio, Ace discs, titled owner.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5518

**1938** model Rolls-Royce 25/30hp 7-seater limousine by Windover; face-forward occasionals; upholstered brown hide throughout; magnificent condition; quite indistinguishable from new, inside and out; reasonable offers invited.—Hattons, Lord St., Southport. Tel. 2268. [6582

DROP head foursome coupe on 22hp Rolls chassis, new body with very modern lines, complete chassis overhaul by Rolls-Royce, equipped with every extra, radio, internal heating and demisting, immersion heater and trickle charger, anti-theft alarm, P.100 headlamps, two-tone windhorns, 6.50 tyres, new carpets and cellulosed in pastel green, bills available for over £1,000 spent on this car excluding new body, in appearance a 1939 model; photograph available.—Ross Bros. (Ben Rhydding), Ltd., Riverside, en Rhydding, Ilkley. [6463

### ROLLS-ROYCE

**A & S** Offer exclusive selection Rolls-Royce Limousines. (Mechnical guarantee certificate).

**£895** Limousine 1934/25hp Barker, Windover, partition, 7-forward, black, selected carriages, privately owned.

LIMOUSINES 1935/25hp (ride control) Hooper, Ripson, partition, bench occasionals, black irreproachable condition. £1190.

LIMOUSINES 1936 Barker, Hooper, 25/30, partition, 7-forward, swept tail, exceptional private carriages, from £1265.

LIMOUSINES 1937/1938 Windover, Hooper, (30hp) 7-forward, partition, black, immaculate, magnificent carriages, reasonable cost.

PHANTOM II Limousines 1934/1935 Hooper, Barker, Windover, black, bench occasionals, immaculate carriages, genuine low mileages.

PHANTOM III Limousines 1937/1938 Hooper, Barker, widest occasionals, low mileages, swept tail, reasonable cost. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. 17 carriages displayed. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair. [6619

**1930** Phantom II Rolls-Royce 7-seater landaulette by Hooper original condition, particularly roomy body, ideal for disabled person's carriage or similar use; owner must sell; £450.—R.L.M. Motors, Ltd., 101, Brighton Rd Coulsdon Surrey. Tel. Uplands 4841. [4226

R. C. MORTLAKE offers 1932 25hp Rolls-Royce enclosed limousine; 1934 25hp Rolls-Royce enclosed limousine; 1930 Phantom II Rolls-Royce enclosed limousine; 1935 Phantom II Rolls-Royce enclosed limousine; 1937 Phantom III Rolls-Royce enclosed limousine.—253, Kensal Rd., London, W.10. Ladbroke 3155. [3412

ROLLS-ROYCE 20/25hp 4-door sports saloon by Hoopers, finished black with brown hide upholstery, coachwork quite indistinguishable from new, cellulose unmarked, 5 new tyres, P.100 headlamps, built-in radio, perfectly maintained and recently completely overhauled at considerable cost, basic petrol available; £995.—Hattons, Lord St., Southport. Tel. 2268. [6366

### Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMT

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [5759

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984

**1937** /1938 owner-driver Saloon urgently required—details with cost please. Bryan, 2, Providence Court, W.1. [2893

**A & S** interested purchasers 1935/37/39 partition-less-25hp saloons with boot also 7-passenger Limousines 1932-1939.

**A & S** require modern Phantom II also Phantom III Limousines and Saloons. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2894

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7457

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to purchase good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0115

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase 20hp Rolls-Royce with F.W.B. and early 20-25 models, cars with open coachwork particularly wanted.—By-pass Rd., Basingstoke. [9731

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [8364

### Rolls-Royce Spares and Service

JACK BARCLAY Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8368

### ROVER 10

**1938** Rover 10 saloon, recellulosed maroon, in very good order; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [5056

**1937** Rover 10 de luxe, blue; £365.—Montrose Motors, 91 Epping New Rd, Buckhurst Hill, Buc 5175. [5051

**1940** Rover 10 saloon, exceptionally nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6428

**1946** (Sept.) 10hp Rover saloon, in splendid condition, one owner; £800.—Linington Bros. (1945), Ltd., Swan St., Portsmouth. [5389

### ROVER 10

**1940** (model) Rover 10, completely resprayed and reupholstered in blue hide, immaculate looking motor car; £550.—Simpsons Motors (American car specialists), Wembley 3903. [5491

### ROVER 12

ROBBINS OF PUTNEY, Rover specialists, offer a superb car; written guarantee.

**£1175**.—12hp sports saloon, grey with blue Bedford cord, 12,000 miles, almost as new.—96 & 98, Upper Richmond Rd., Putney. Tel. 4581 [5070

**1947** Rover 12 sports saloon, black with brown upholstery, fitted H.M.V. radio, one owner, indistinguishable from new; £1,025.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [6441

ROVER 1937 12 black saloon, excellent running condition, present owner 11 years; £395.—Ewell 2418, 7 to 8 p.m. [6809

**1947** Rover 12 6-light sal. 3,000 miles, black, as new; £1,275.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6301

GORDON CARS (LONDON), Ltd.—1947 Rover 12 saloon; 7,000 miles; positively as new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611 [6767

**£385**.—1938 Rover 12 saloon, colour grey with brown leather upholstery, immaculate throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6847

ROVER 12, 1946, black, perfect mechanically, new set of tyres and accumulator, chauffeur kept, car heater; price £850.—Apply Clayton Mayers, North Circular Rd., N.W.2. Tel. Gladstone 5444. [5393

**1948** Registered January Rover 12 saloon, almost spotless inside and out, black with green hide upholstery, one owner; £1,095.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7005

**1947** Rover 12 saloon, black, brown leather upholstery, 12,000 miles, one owner, H.M.V. radio, heater, immaculate condition; £1,050 nearest.—H. R. Owen, 296, Walsgrave Rd., Coventry. Tel. Coventry 3921. [6822

**1939** Rover 12hp 4-cyl 4-door sunshine saloon, recellulosed polychromatic steel grey, engine rebored and fitted new bearings, this car has just been received from the engineers and will require running in, interior in blue leather, carpets to match, all excellent, tyres as new, new battery, chrome equal to new, a most attractive car, with a sports car performance, taxed, any examination or trial, delivery arranged; £425.—1, Bentley Rd., Manchester 21. Tel. Chorlton 1288. [6711

### ROVER 14

BROWNS for Rovers.

**1940** Rover 14hp saloon de luxe, immaculate condition; £615.—Browns Garage, Loughton (Essex) 4119 (Tube). [6469

**1936** Rover 14 saloon, black; £285.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [6480

ROVER 14 saloon, 1935 model, black, in good condition for its year.—Offers over £150 to Hawkins, Normanton House, The Square, Barnstaple, N. Devon. Tel. 3371. [6908

**1935** Rover 14 saloon, black, in exceptionally good condition throughout; bargain, £225.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5063

ROVER 14hp speed saloon, new Rover engine, 3 carburettors, total mileage of 36,000, colour green and green; £475.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6462

**£585**.—1939 (July) Rover 14 saloon, overhauled, one owner, blue and black, 3 months' guarantee; terms and exchanges; free demonstration within 100 miles of our showroom.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [5973

### ROVER 16

J. DAVY offers:—

ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493 [1364

**1947** (July) 16 Rover sports sal., 3,000 miles, black, fawn int.; £1,375.

**1947** (July) 16 Rover 4-light sports sal. 7,000 miles, grey, blue leather as new; £1,295.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6300

**1938** Rover 16hp de luxe saloon, grey with blue leather, superb condition; £535.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [6766

ROVER 16 1939, black, very good condition, wireless; £550 or offer.—Doyle, Taverham, Norwich. [6811

**1947** Rover 16hp saloon in black, excellent condition throughout, licensed for year; £1,150.

W. SPARROW & SONS, Osborne Garage, Yeovil. Tel. Yeovil 114. [6360

**1947** Sept. Rover 16 6-light saloon, black, 25,000 miles, managing director's car in excellent condition, maintained in own works; £995.—Box 3462. [6657

**1937** Rover 16 saloon, grey, blue interior, new engine, good tyres, excellent condition throughout; £385.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [6488

**1939** Rover 16 6-light saloon, one owner since new, very low mileage, thoroughly overhauled, in outstanding condition; £575.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Tel. Slo. 4727. [6624

ROVER 16 blue saloon, 1937, mileage 57,000, new tyres, perfect condition, appearance as new, coupons, taxed and comprehensive insurance to June, 1950; absolute bargain; £385.—Tel. Southall 3131. [6354

**1938** Rover 16hp 6-light saloon reconditioned engine fitted, whole car recellulosed new head lining and mats, fitted in really excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [5950

### ROVER 20

SM offer:—

**1939** 20hp Rover sports saloon de luxe, maroon, in excellent condition and first class mechanically, reasonable figure.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. [4828

### ROVER 60 & 75

TOM GARNER, Ltd., offer:—

**1948** Rover 60 sports saloon, green with green leather, H.M.V. Radiomobile, 5,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6328

WARWICK WRIGHT, Ltd., offer:—

**1948** Rover 75 sports saloon, black, grey leather, 8,000 miles; £1,575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6865

MANN EGERTON & Co., Ltd., offer:—

**1948** Rover 75 saloon, black with red leather upholstery, 14,000 miles, an exceptionally well-kept car.

**14** Berkeley St., W.1. Regent 2073. [6395

**16000** miles.—1948 (Aug.) Rover 75 saloon, black (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [6733

**1948** 75 Rover 6-light sal. 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6299

**1948** Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new —Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

**1948** (September) Rover 75 saloon, green 10,000 miles, immaculate condition carefully serviced by us since new; £1,495.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4610

**1948** (March) Rover 75 6-light saloon, guaranteed mileage 9,000 only, one private owner, finished black, green leather upholstery, absolutely in new condition throughout; offered with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [6391

### ROVER MISCELLANEOUS

CAR MART, Ltd.

**1947** Rover 12 saloon, 12,000 miles; £1,095.

**1947** Rover 16 sports saloon, 10,000 miles; £1,175. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6700

COOMBS & SONS (GUILDFORD), Ltd.,

OFFER.—

**1937** Rover 16 saloon, black and beige, excellent condition.

**1947** Rover 12 saloon, black and beige, low mileage, immaculate condition.

**1947** Rover 14 sports saloon, blue, really good car.

**1948** Rover 16 saloon, black and beige, low mileage, absolutely spotless.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5697

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

CAMDEN MOTORS.—Rover 10hp special bodied sportsman's saloon, 1939, very scarce model, sparkling condition, rare opportunity; £595.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, identical features to post-war, very clean condition; £515.

CAMDEN MOTORS.—Rover 10hp saloon, 1937, very smart example, original duo blue finish, excellent performance; £365.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947 model, immaculately finished, one owner since new, nominal mileage; £845.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, original black finish, green leather interior, believed stored war years, moderate and careful use; £595.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1938-9, beautiful lines, engine in tip-top order, having been extensively reserviced, 5 brand new oversize tyres; £545.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1937, in original condition throughout and most superior for the year, late property of wife of country squire; £395.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1936, sound chassis, clean leather interior, typical Rover performance; £225.

CAMDEN MOTORS.—Rover 14 saloon de luxe, 1947, a most outstanding car, finished suede green, low mileage, several special features, tip-top mechanically; £975.

CAMDEN MOTORS.—Rover 14hp saloon, 1946-7, immaculate black finish with brown leather, carefully used and regularly maintained by country Rover specialists since new; £895.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, with all late type features as 1947 model, first class engine, 5 new Firestones; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1938, nicely finished dove grey with blue leather, outstanding mechanically, fitted radio and other extras; £425.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1938, handsome and striking maroon finish, very impressive performance; £495.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, in very much above average condition for the year, fine runner; £295.

CAMDEN MOTORS.—Rover 14hp special 4-light sportsman's saloon, 1936, immaculately finished in metallic bronze, numerous late type instruments, particularly good mechanically; £345.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1935-6, very sound car, gives a typically good Rover ride, 3 new tyres; £275.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1937, handsome lines, original cellulose well maintained, gives a magnificent ride; £445.

CAMDEN MOTORS.—Rover 16hp Tickford foursome drop head coupe, 1939, very handsome car, good tyres and engine, first class performance.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1939-40, late type model with post-war features, sparkling condition; £625.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 60 fully guaranteed used Rovers in stock, also 260 cars of other makes. Write for our post-free 18-page stock list. Easy and confidential hire purchase facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. [6632

### ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

### Rover Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd. Guildford. Tel. 62907 [6138

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd 232, Harrogate Rd., Leeds, 7 Tel. 41014-5. [0021

ROVER 10 or 14 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [5955

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [6411

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0658

JACK OLDING Ltd. 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS of Barking purchase for cash post-war A. Rover cars.—105-7, Longbridge Rd., Barking. Tel Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—10, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [7673

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane Bradford. Tel. 28827-8. [0215

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CAMDEN MOTORS require to purchase Rover saloons and drop heads of all horse powers, in good, clean condition 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Rover buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [6643

RAYMOND WAY the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

### Rover Spares and Service

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0268

### SINGER

CAR MART, Ltd.

**1949** Singer 9 roadster, 3,000 miles; £635.

**1949** Singer 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6701

### SINGER

SINGER 9hp saloon, maroon, 1940; £275.—Elt, 2804. [6359

**1939** Singer 9 roadster, black, excellent full basic; £275, near.—Crawley 91. [6725

**1939** Singer 10, in original condition, one owner, and very good throughout; £300.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [5835

**£475**.—Singer 10 saloon de luxe, October, 1946. —Grove Motors, North Rd., Southall 3477 [5495

**1947** Singer Super 10, black-red, mileage 18,000, as new; price £585.—Atkinson, Lee Green 1647. [7026

GORDON CARS (LONDON), Ltd.—1947 Singer roadster, black; 15,000 miles.— Gordon House, 373, Euston Rd., N.W.1 Euston 6611. [6788

**295** gns.—Singer 9, Oct. 1939, sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.

**245** gns.—Singer 9, June 1936, sports 4-seater, red, cream wheels, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**225** gns.—Singer 9, 1935, Le Mans sports saloon, cream, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6953

**1946/7** (October) Singer 10 de luxe saloon, perfect condition throughout, opportunity; £485.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6540

**1949** 12hp Singer saloon, 5,900 miles; only £859.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [6894

**10** hp saloon, 1946, one owner, 5,000 miles, finished maroon, condition as new.—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [6803

**1936** Singer 4-seater sports, immaculate condition, one owner, tyres, upholstery and hood good condition; £290.—Simpsons Motors (American car specialists), Wembley 3903. [6678

HILLWOOD MOTORS.—1947 Singer roadster in red, most attractive appearance, first-class mechanical condition, low mileage; £535.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [6660

**£195**.—Literally amazing Singer 10 de luxe saloon, special independent suspension model, most carefully used by only two private owners since 1935; speedometer reads 40,000, interior of car literally looks less, original carpets, leather practically as new, mechanically excellent, this vehicle is outstanding and should give years of motoring at little or no cost; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6570

**£225**.—Genuine Singer Le Mans 9hp special sports competition model, 1935, absolute replica of the car which won the much coveted award of 2,205 kilometers, badges and silver plaques, etc., being actually fitted on the model; quite apart from the car's unique history it is obvious that it has been owned by an enthusiastic specialist; black coachwork and red leather interior being in really fine order, twin carbs and Scintilla Vertex mag. are embodied and equipment includes special competition tyres, with twin spares, 14 gallon rear petrol tank, 6in rev counter and speedo, many special instruments, Lucas Bi-flex long range head and pass lights, particularly suitable for real enthusiast requiring genuine specimen Le Mans; first deposit secures.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [6648

### Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

CASH immediately for good Singer.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6408

BRITISH & COLONIAL MOTORS require good Singer cars.—Upper St Martin's Lane, W.C.2. Tem. 3588. [6667

SINGER 10-12hp post-war saloon required, or would consider roadster model.—Angior, 140, Golders Green Rd. London N.W.11. [0532

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3129

### Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

### SPORTS CARS

BARFE3.

THE Northern Sport and

RACING Car Specialists

BUY and sel. racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.

J. BLAKE & Co. Ltd

110, Bold St., Liverpool.

ROYAL 6622 'Grams: Autocar, Liverpool. [4000

CHARACTER CARS

ARE happy to announce that they are now in occupation of their new permanent home at the address below. Details of vintage and sports cars which are for disposal together with photographs if possible and the price required will be gratefully received and will receive immediate attention.

CHARACTER CARS, 124-126 Haydons Rd., Wimbledon, S.W.19. Tel. Liberty 6285-6 (10 minutes' walk Wimbledon South Underground—buses pass the door). [6922

### SPORTS CARS

B. & G. MOTORS offer:—

**£160**—Vale Special 8hp open sports 2-seater, has everything an enthusiast can desire.

**£158**—Singer 9 open sports 4-seater, black and silver, all-over tonneau cover, foldflat screen, etc.

**£155**—Lagonda 2-litre 12.8hp open speed model 4-seater, fast, smart, reliable and economical vintage car.

**£138**—Singer 9 open sports 4-seater, cream and chromium, excellent tyres, foldflat screen, etc.; bargain.

**£129**—Austin 747cc Ulster T.T. Replica 2-seater, British racing green, fast and economical.

**£85**—Wolseley Hornet E.W. 12hp open sports 4-seater, twin carbs., 4 speeds, foldflat screen, 5in rev counter.

MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6622

DICKS CAR SALES offer:—

**1949** (November) Austin 7hp Humming Bird roadster, 1,300 miles only, under list; £375.—DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn Maida Vale 6888-9. [4243

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

**50** sports cars of all types under £300.

**5%** discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

SPEEDSTERS, Ltd.—The best selection of sports cars in the country.

SPEEDSTERS, Ltd.—Easter bargain; in February we sold this car for £550; the purchaser has defaulted on hire purchase and for a quick sale we will accept the residue of £300; reputed to be the famous ex-Dr. Roth Brooklands Talbot 105, 21hp streamline 2/4-seater, cowled radiator, special high compression engine, stripped in January, reconditioned gear box then fitted, back axle reconditioned, full road equipment, racing Dunlops.

SPEEDSTERS, Ltd.—Another opportunity; 30/98 Vauxhall (24hp) narrow open 4-seater body, recellulosed dark blue, 6 new tyres, the rare 1926 model with huge finned hydraulic brakes, engine stripping now in progress, crankshaft to be ground, new mains bored in line, new big ends, block bored, new pistons, 3mm off the head, flywheel lightened, should exceed 100 mph; £325.

SPEEDSTERS, Ltd.—A.C., Alfa, Aston, Atalanta, Bentley, Bugatti, Cord, Invicta, Jaguar, Mercedes, M.G., Minerva, Vauxhall.

SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [6850

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3. (Ham. 8707), offer with 3 months' written guarantee:—

**1947** H.R.G. 1½-litre aerodynamic 2-seater, Concours d'Elegance winner, outstanding, £725; 1935 Ford V.8 drop head, £165; 1939 Steyr drop head foursome, immaculate, new hood, right-hand drive, £250; 1933 Alvis Firefly saloon, £150; 1933 Alvis Firefly tourer, £165; 1932 Talbot 14 saloon, £65; 1931 Riley 14-6 saloon, back to undrawn, £65; 1935 M.G. 18-80 V.D.P. tourer, exceptional, £175; 1934 Morris Oxford tourer, £65; 1926 Morris Cowley 2-seater, with dickey, £40; 1934 Singer 9 coupe, £140; 1935 Auburn 30hp utility (commercial), faultless, £110; Talbot 14 saloon, attention needed, £45; 1933 Morris Speed 20 tourer, £195; 1936 R.G. 2-litre saloon, body rough, £165; 1929 Riley 9 Tourer, £60; 1935 Railton drop head foursome, £175; 1934 Vauxhall 14 tourer, £160; 1935 Vauxhall 12 saloon, £160; immediate insurance, hire purchase on all cars. [7022

**£195**—1937 Austin 7 nippy sports 2-seater, specially fitted Ford 8hp engine, hair-raising performance, try it!—Below.

**£125**—1933 Ford 8 sports 4-seater, red, black wings, good runner and tyres, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6878

TALBOT 75 sports saloon, 1935, blue and black, beautiful condition, excellent performance; £240.—Mence, 7, Richmond Gdns., Bournemouth. [6178A

CHIPSTEAD MOTORS, Ltd.—See our advertisements in this column next week.—The Onslow Garage, 197, Fulham Rd., S.W.3. Tel. Flaxman 0052. [6445

**125** m.p.h. Alta sports 2-seater, certain club race winner (standing kilometre 29.45 seconds at Essex Motor Club speed trials last Sunday, March 26, subject to official confirmation), also 130 m.p.h. Veritas and numerous other really fast sports cars.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [6082

BENTLEY 3-litre open sports Vanden Plas 4-seater, Blade, recently rebuilt throughout; £10 tax; re-upholstered with new red leather cloth; red label engine; A type C.R. Le Mans gear box; twin S.U. carbs.; with spare single carburettor manifold; hood and tyres good; taxed year; first £225 secures.

W. A. JORDAN, Holme Mills, Biggleswade, Bedfordshire. [6369

**£115**—1931 Alvis 12-50, professionally built shooting brake body, fully upholstered, 4 seats, overhauled, new distributor, carburettor, starter ring, fabric universals, plugs, steering joints, etc., clock, reversing light, uses no oil, spare engine, taxed, private; 6 months' coupons.—75, St. Chads Rd., Derby 49584. [6814

3-litre Bentley open 4-seater; 1938 M.G. 2-litre saloon; 1939 M.G. 1½-litre foursome coupe, radio; 1936 Packard 120 foursome drop head coupe; 1938 Pontiac saloon, just recellulosed; Bugatti drop head coupe, low mileage, supercharged, registered 1947, £10 tax; exchanges.—33a, Adam & Eve Mews, Kensington High St., W.8. Wes. 7002 or Sloane 7381. [6910

UNIQUE opportunity for the true enthusiast; August, 1946, T.C. Midget, 18,000 miles, black and cream, fitted with Arnott supercharger; 30 m.p.g.; Masterradio, 6.00×16 rear wheels; twin spare wheels, oil coil, Pram dual tone horns; French spot light, all tools, etc.; taxed Dec.; price £540.—Alex. Matthew & Co., Ltd., Maurice House, Bury St., Liverpool. Royal 2243. [6229

### SPORTS CARS

FORD V.8 competition 2-seater, all as new, f.f.s., twin spares, new tyres, terrific performance; £185 or exchange large sports saloon, 6½ Bentley or similar, bodywork good, mechanical condition immaterial.—Merton Motors, 18, Mary St., Balsall Heath, Birmingham. [6224

**£150**—Derby 1½-litre 12hp f.w.d. sports 2-seater, Meadows twin-carb. super sports engine, independent suspension all round, pretty beetle-back 2-seater body with good hood and side screens, 4-speed ultra close ratio gear box, the whole car a joy to drive; instrument panel covered with gauges, tractable and docile in town, in very sound all-round condition, but engine smoky and could benefit by a check over; the whole car strongly recommended; also several other sports cars at reasonable figures.

ALTON GARAGE, the Alvis people Uphrook Mews, Craven Rd. Paddington 0385. [6896

### Sports Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase sports cars.—320, Euston Rd., N.W.1. Euston 1212. [0972

R

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

### Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

### S.S.

**159** gns.—1935 S.S. 12hp sports saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6917

**195** gns.—S.S.I., 1935, 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6954

### S.S. Cars Wanted

CASH immediately for good S.S.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6419

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0988

### STANDARD 8

PHILIP RICKARDS, Limited, offer:—

**1948** Standard 8 drop head coupe, black, 14,000 miles.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6547

**£265**—1939 Standard 8 saloon, nice runner, 36 mpg. light stone taxed.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6887

**259** gns.—1939 Standard 8 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6916

**1946** (December) Standard 8, 23,000 miles, saloon; £375.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366. [6557

**395** gns.—Standard 8 (Dec., 1946) tourer, grey, blue leather, moderate mileage, excellent condition; terms, exchanges.—Rowland Smith, below.

**275** gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6959

**1939** Standard 8 drop head coupe, black, 1 owner, from new, carefully maintained, most economical car which is ideal in all seasons; £295.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6497

**1947** Standard 8 (August) saloon, grey-blue, excellent condition heater, etc.; £475; contact owner.—JLF 556, Dolphin Square Garage. Vic. 3800. [6284

**1948** Standard 8 tourer, 12,000 miles, 1947 Standard 8 saloon, 19,000 miles, good condition; £435 each.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6845

**1948** (June) Standard 8 saloon, finished beige, brown leather, one owner, as new; £495.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [6127

**1946** (December) Standard 8 de luxe saloon, black and chromium, fawn upholstery, sliding roof, low mileage, one owner, immaculate car; written guarantee £425; exchanges, terms.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [6402

### STANDARD 9

**1937** Standard Flying 9 de luxe saloon, guaranteed, £235, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [6974

**£325**—1939 Standard 9, reconditioned engine, original finish.—Traynor Motors, Ltd., of East Ham. Grangewood 2530. [6556

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £295.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6931

### STANDARD 10

**£298**—Standard 10 1938 4-dr. sln., excellent tyres, fully equipped, particularly well kept, choice 5; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066/7; open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [6252

**1939** Standard super 10 saloon, in excellent condition throughout; £325.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [4329

### STANDARD 12

J. DAVY offers:—

**1948** (model) Standard 12 drop head coupe, black with fawn leather upholstery, one owner, superb condition, moderate mileage; £725.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [4068

BROWNS for Standards.

**1939** Standard Super 12hp saloon de luxe, immaculate condition; £395.—Browns Garage, Loughton (Essex) 4119 (Tube). [5611

### STANDARD 12

H. A. SAUNDERS, Ltd., offer:—

**1947** Standard 12 saloon, black/red; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6834

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

**1939** Standard 12 de luxe sun saloon, f.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

**1939** (model) Standard Super 12, one owner, overhauled, beautiful car; £475.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [6531

STANDARD Flying 12 4-seater drop head coupe, special Avon body, excellent condition; £335.—Macaulay 1265. [5848

**1937** Standard Flying 12 de luxe saloon, guaranteed, £235.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [6973

**1938** Standard 12 drop head coupe, excellent; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6992

**£260**—1938 Standard 12 saloon, very good condition throughout, all new tyres.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6849

**1938** Standard 12 saloon, black, in excellent condition throughout, any trial; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6019

**1947** Standard 12 saloon, black, in good condition throughout, one owner; bargain, £650.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5066

STANDARD 12 drop head coupe, 1938 model registered October, 1937; one owner, chauffeur maintained; full six months basic, taxed December; good condition, four new tyres; black with brown leather interior; £350.—Box 3392. [6219

**£675**—Standard 1947 12hp saloon, black with beige leather upholstery, 10,000 miles only, carefully used, almost new condition.—Starnes Motors, Standard Sales & Service Specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [6444

**245** gns.—Standard Flying 12 (May, 1936) de luxe 4-door saloon, duo-grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6960

### STANDARD 14

H. A. SAUNDERS, Ltd., offer:—

**1948** Standard 14 saloon, black/green, radio, heater, 8,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6835

PHILIP RICKARDS, Limited, offer:—

**1948** Standard 14 saloon, black, 5,000 miles; perfect.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-3. [6548

**1948** Standard 14hp saloon, black with red leather, one owner, 10,000 miles, as new; £825.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6767

**1939** Standard Flying 14 de luxe saloon, guaranteed, £325.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [6972

**1948** Standard 14 saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6656

STANDARD 14, '39 model, first registered 1948, £10 tax, excellent engine; £275, to clear.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6541

CASS'S MOTOR MART.—1939 Standard 14 touring saloon, black, just fitted factory engine, written guarantee.—5 Warren St., W.1. Euston 4110. [5017

**1938** Standard Flying 14 saloon, bench type front seat, in excellent condition throughout.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. [4271

**595** gns.—Standard 14 (Sept., 1946) de luxe 4-door saloon, black, sliding head, red leather, good tyres, one owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6961

### STANDARD 20

**1936** Standard Avon 20hp sports saloon, clean, offers.—Harris, Cosy Café, Newnham, Glos. [6253

### STANDARD VANGUARD

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, gunmetal grey, complete with radio and heater, first registered March, 1949, mileage 2,400, beautiful motor car; £1,050.

STANDARD Vanguard saloon, colour bronze, brown leather, complete with radio, first registered March, 1949, mileage 9,900; £995.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6500

TOM GARNER, Ltd., offer:—

**1949** Standard Vanguard saloon, gunmetal with red upholstery, radio, heater, etc., 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6330

McKINNON MOTORS, Ltd., offer:—

**1949** Mar. Standard Vanguard saloon, grey, red cloth, radio, heater, taxed Dec., one owner, mileage 4,900, spare unused; £985.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6208

**1949** Standard Vanguard, fitted radio, taxed year, small mileage; £975.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5497

### STANDARD VANGUARD

WARWICK WRIGHT, Ltd., offer:—

**1949** Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6866

**1949** Standard Vanguard saloon, 10,000 miles, grey, radio and heater; £950.
SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7175. [6890

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, grey/grey leather; 3,000 miles; radio, heater. Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, bronze/brown cloth; 6,500 miles. —Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6789

**1949** Standard Vanguard, green and leather upholstery, radio and heater, 7,000 miles; £955; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [5931

**1949** Vanguard saloon, 4,250 miles, metallic green, red upholstery, H.M.V. radio, heater, quite faultless; £995.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [6804

**1949** (March) Vanguard saloon grey with grey leather, H.M.V. radio, heater 13,000 miles; choice of two; £975.—Bell's Service Garages, 144, London Rd. Kingston-on-Thames. Kingston 1185. [6996

**1949** Standard Vanguard, low mileage, metallic gold brown leather upholstery.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [6925

STANDARD Vanguard (1949 model), grey, grey leather upholstery, fitted radio and heater, 9,300 miles only, a really exceptional car; £950; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6517

**1949** Standard Vanguard, green metallic cellulose, red interior, fitted radio and heater, very low mileage, spare unused, absolutely as new; £945.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tels. Macaulay 5762 and Mal. 2873. [3760

NAYLOR & ROOT.—1949 Standard Vanguard saloon, green, 5,000 miles, unblemished, as new throughout; £975; 3 months' guarantee, choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [6532

### STANDARD MISCELLANEOUS

CAR MART, Ltd.

**1948** Standard 12 drop head coupe, 7,000 miles; £325.
**1948** Standard 14 saloon, 5,000 miles; £850.
**1947** Standard 14 saloon, radio, 12,000 miles; £745. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6702

CARRS AUTO SALES Ltd. Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

### Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150 Park Lane, W.1. Grosvenor 3434. [0973

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0989

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6420

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7008

I REQUIRE post-war Standard cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6985

STANDARD saloon, post-war.—Mac, 12, Brampledown Rd., Wallington Surrey. Wallington 6397. [4184

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4498. [0859

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8 [0216

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

### Standard Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439 [0301

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

### Standard Spares and Service

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd. Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5906-9. [0002

BROADFIELDS GARAGE & ENG. Co., Ltd., North London Standard specialists; comprehensive stock of spares; write or telephone; enquiries given prompt attention; collection and delivery North London, and despatch to any part of country; Rotofio shock absorber distributors; sole distributors for Perfit loose seat covers in Bedford cord, felt and worsted weave; prices, and patterns on application; large stocks in various colours. —Standard House Cockfosters, Herts. Tel. Barnet 7301-2-3. [0316

### STEYR

PERFORMANCE CARS offer 1939 Steyr drop head coupe.—See under "Sports Cars." [5061

### STUDEBAKER

**£198**.—Studebaker 4-dr. de luxe sln., metallic finish, bodywork excellent, tyres almost new, free wheel, many extras; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066/7; open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [6248

**1949** Studebaker Landcruiser saloon, full de luxe equipment, low mileage, immaculate condition; £2,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [2529

**1939** (model) Studebaker, interior cloth, exceptionally clean, bodywork very good, wings need slight attention, cheap motor car; £265.—Simpson's Motors (American Car Specialists), Wembley 3903. [4683

### SUNBEAM

J. MARSHALL offers:—

**1931** 1/2 Sunbeam 24hp 6-light saloon, with radio, black, brown leather, a most immaculate and low mileage example of this grand marque, two owners and one of the very few cars we can describe as new in every detail.

J. MARSHALL 863 St. Albans Rd., Watford. Tel. Garston 2369. [6125

**1934** Sunbeam Dawn, £160 complete mech. overhaul, 30 m.p.g., £275; or exchange 1938-9 Austin 7 and £50, Dawn cyl. block head, rockers, £10. —Lyonsdown, Ashley Rd., Farnborough, Hants. [6225

SUNBEAM 1931 24.8hp, mileage 57,175, coupe, four-seater, in excellent condition; colour maroon and black, automatic lubrication system, cruising speed 45 m.p.h. accelerating readily to 80 m.p.h., tyres in first-class order; best offer over £500; no dealers; can be inspected at The Warren, Warren Row, Berks. Tel. Littlewick Green 147. [6272

### Sunbeam Spares and Service

CROWN wheels and pinions for all Sunbeam models, ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester. [2668

### SUNBEAM-TALBOT

CAR MART, Ltd.

**1948** Sunbeam-Talbot 10 tourer, 4,000 miles; £875.
**1948** Sunbeam-Talbot 90 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6703

TOM GARNER, Ltd., offer:—

**1949** series Sunbeam-Talbot 90 sports saloon, gunmetal with grey leather, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [6329

BROWNS for Sunbeam-Talbots.

**1947** (November) Sunbeam-Talbot 10hp drop head foursome coupe, 12,000 miles only, immaculate condition; £760.—Browns Garage, Loughton (Essex) 4119 (Tube). [5609

WARWICK WRIGHT, Ltd., offer:—

**1948** Sunbeam-Talbot 2-litre saloon, ruby, maroon leather, 8,000 miles; £1,050.
**1949** Sunbeam-Talbot 90 saloon, black, buff leather, 7,000 miles; £1,325.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6867

**1939** Sunbeam-Talbot saloon, excellent condition; £515.—Peter Bantock Car Sales, 37-39, King St. Parade Twickenham. Popesgrove 7447/7030. [4913

CASS'S MOTOR MART.—1947 series Sunbeam-Talbot 10 4-seater tourer, 21,000 miles, 1 owner; £615; written guarantee.—5, Warren St., W.1. Euston 3523. [6529

**983** miles.—A 1947 2-litre Sunbeam-Talbot 4-seater sports touring car, in every way equal to new.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [5468

**1947** Sunbeam-Talbot 10hp saloon, grey with grey upholstery, immaculate condition; £765.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [6921

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10 saloon, granite/grey cloth; particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6790

SUNBEAM-TALBOT 90 saloon, finished satin bronze with maroon leather upholstery, first registered March 1949; £1,275.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [6775

### SUNBEAM-TALBOT

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsman's saloon, 1939, fitted genuine works replacements engine, nominal mileage only since, handsome appearance, rare opportunity; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, finished in metallic bronze, with maroon top and leather to match, striking car, very lively but economical performance; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939-40, immaculately finished metallic grey, one careful owner since new, moderate use, several extras; £535.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports roadster, attractive conditioned and original coachwork, excellent hood and tyres, surprisingly outstanding performance, engine just decoked; £445.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2361 & 3115. Over 16 fully guaranteed used Sunbeam Talbots in stock, also 300 cars of other makes; write for our post-free 18-page stock list; easy and confidential hire-purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. [6647

**£475**.—1938-9 series 3-litre S.-Talbot sports saloon, metallic grey, superb condition inside and out, ride control, Ace discs, twin tone horns, spot lamp.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5521

### Sunbeam-Talbot Cars Wanted

ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [6321

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloon and drop heads of all horse powers, in good, clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Sunbeam-Talbot buyers, Lake St., Leighton Buzzard, Beds. Tel. 2361 & 3115. [6644

### Sunbeam-Talbot Spares and Service

NORTH and Central London

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

ARMITAGE MOTORS (WESTMINSTER), 215-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

### TALBOT

**1937** Talbot 75 full 5-str saloon, excellent condition; £265, or recellulosed any colour, £300.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [6525

R. F. FUGGLE, Ltd., offer for sale the following Talbot cars, all of which have our absolute recommendation:—

**1936** 105 speed sports saloon.
**1935** Long 75 6-light saloon.
**1933** 95 6-light saloon.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [5467

**1935** Talbot 75 Airlins saloon, blue and black, beautiful condition, upholstery as new; £240. —Mence, 7, Richmond Gdns., Bournemouth. [6178

**225** gns.—Talbot 10, 1936, sports saloon, black, red wheels, sliding head, leather upholstery, good tyres; terms, exchanges.—Rowland Smith, below:—

**145** gns.—Talbot, Aug. 1935, 18hp 90 Speed Vanden Plas sports 4-seater, duo-grey, red leather, manual change, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [6955

**£350**.—Talbot 10, 1938 4-seater sports, 32mpg, new hood and tonneau, well shod, excellent condition, taxed and coupons.—Tel. Stourport-on-Severn 116. [5313

**285** gns.—1936 Talbot 10 saloon, all original condition, taxed one year, dark green body and leather, attractive motor car which has obviously been well looked after.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7552, and Enfield 3150. [6908

TANKARD & SMITH, Ltd., offer 1937 Talbot 75 sports saloon in black with brown leather, coachwork and interior very much above average condition, fitted telecontrol shock absorbers and many other extras, manual gear box very fast, £325, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6309

### TALBOT

STUART WILTON offer:—

TALBOT, £165 or by instalments.—1934 Talbot 14hp sports saloon, three months' written guarantee; £165.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 & 8532. [6439

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrols, and many other extras, looks and runs as new; £595.—39, College Crescent, Swiss Cottage N.W.3. Primrose 5914. [6560

### Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6421

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0991

### TRIUMPH

CAR MART, Ltd.

**1948** Triumph 1800 Town and Country saloon, 6,000 miles; £1,125.

**1948** Triumph 1800 Roadster, 7,000 miles; £950.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6704

J. DAVY offers.—

APRIL 1948 Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras; £925.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2635

NEWNHAMS, Ltd.

**1947** 1800 Roadster, grey with blue, low mileage.

**1946** 1800 Razor Edge saloon, black with fawn, one owner, carefully used.

**1937** 14/60hp Vitesse sports saloon, black with red, exceptional car.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2306

HAROLD RADFORD & Co., Ltd.,

**1948** (July) Triumph Roadster in grey with blue leather upholstery, 7,500 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8284

MCKINNON MOTORS, Ltd., offer:—

**1949** Feb. Triumph 1800 14hp razor edge saloon, grey, grey leather, one owner, 5,800 mileage, spare unused, absolutely unmarked condition; £1,195.

**1948** Oct. Triumph 1800 14hp roadster, grey, blue leather, 5,200 miles only, ex works condition; £975.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6209

WARWICK WRIGHT, Ltd., offer:—

**1949** Triumph 2,000 saloon, gunmetal grey, grey leather, 7,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6868

WANSTEAD MOTORS, Ltd., offer:—

**1949** Triumph Roadster, green, 5,000 miles; £1,050; another 1948 (October), gunmetal, radio, 10,000 miles; £965.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [6461

MANN EGERTON & Co., Ltd., offer:—

**1949** Triumph 14hp Town and Country saloon, finished in silver-grey with blue upholstery, 8,000 miles, radio.

14, Berkeley St., W.1. Regent 2073. [6396

KEVILL-DAVIES & MARCH, Ltd., offer:—

**1949** Triumph Roadster, beige and brown, one owner, B.M.T.A. covenant.

41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [3661

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1948** Triumph Roadster, nominal mileage, excellent condition; £875.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [5194

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

**1949** Triumph 2000 Roadster; 8,000 miles; champagne, leather; £1,025.

GEORGE NEWMAN & Co., 369 Euston Rd., N.W.1. Euston 4466. [6755

TRIUMPH 18hp 1949 Roadster, 3,000 miles only, in covenant, B.M.T.A. permission to sell.

THE STANBOURNE MOTOR Co., 18-20, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 7040. [6242

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, green/red leather; 14,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, primrose/blue leather; 7,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph razor-edge saloon, black/fawn; new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6791

**1948** Triumph Roadster, 9,000 miles; £935.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5926

**1948** (Oct.) 14hp Triumph Roadster, 7,000 miles, H.M.V. radio, immaculate condition; undistinguishable from new; £895.

ABBEY SERVICE GARAGE, Church Street, Nuneaton. Tel. Nuneaton 2969. [6240

**1938** Triumph Dolomite sports saloon, black and brown leather, fitted H.M.V. radio, excellent condition; £425.—Below.

**1948** Triumph 1800 Roadster, black with fawn upholstery, genuine 8,000 miles, as new; £895.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6483

TRIUMPH 4-door saloon, 9hp ohv, laid up during war, year's tax, 6 months petrol; £185.—L. B. Smith, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [6736

### TRIUMPH

TRIUMPH Roadster 1948, black, 12,000 miles, two spot lights, spare tyre unused, quite perfect; £845.—Patterson, 3, Bettoney Vere, Bray, Berks. [6349

**1949** Triumph 2,000 Roadster, grey, 5,000 miles; £1,035.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5925

TRIUMPH Roadster 1948, gunmetal, blue upholstery, mileage 10,000, superb condition; £925 or near offer.—Yates, Chancery 7385 (office), Nettlebed 314 (home). [6846

**1948** Triumph (July) 1800 black saloon, beige hide, 24,000 miles, perfect condition; £950; one owner.—McClelland, D.C.R.E., Bovington Camp, Dorset. [6256

CASS'S MOTOR MART.—1948 (July) Triumph Roadster, black, 16,000 miles, superb order; £835; written guarantee.—5, Warren St., W.1. Euston 4110. [6530

**1948** (July) Triumph razor-edge saloon, black, excellent condition, just overhauled makers; £875; bargain.—Goodbrook, 1, Gloucester Gate, N.W.1. (Wel. 2052.) [6058

**1948** Triumph Roadster, 16,571 miles, metallic grey, blue leather, one owner, in beautiful condition throughout; taxed for year; £850.—Spark & Co., Oxted, Surrey. Tel. 623. [6628

**1947** model Triumph 1800 Roadster, grey, blue upholstery, immaculate condition, new hood, fog lamps, etc.; £835.—Dr. R. Vaughan Havard, 61, Portsmouth Road, Southampton. [6259

**950** gns.—Triumph 2000, Dec., 1948, Roadster, pastel green, dark red leather, twin Wind-tone horns, one careful owner, 12,500 miles, practically new condition; terms, exchanges.—Rowland Smith, below:—

**895** gns.—Triumph 1800, 1948, Roadster, gunmetal, blue leather, H.M.V. radio, 13,000 miles, unworn tyres, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below:—

**850** gns.—Triumph 1800, July, 1947, supercharged Roadster, apple green, leather upholstery, Nordec blower, Notek lamps, good tyres, one careful owner, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6956

ROSE & YOUNG, Ltd., offer Triumph Roadsters, choice of four, a special bargain; a 2000 model in bronze, taxed; £955.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5751

**1949** (January) Triumph 2000 Roadster, finished mistletoe green and chromium with green leather, 6,000 miles only, absolutely spotless; offered with written guarantee 995 guineas; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6401

**£435**.—Triumph Dolomite 1½-litre 14hp 4-cylinder sports roadster, most immaculate condition throughout, mechanically most excellent, outstanding performance, the best offered, comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6573

**£825**.—Triumph 1800 razor-edged saloon, 1947 model, attractively finished in black, with fawn hide upholstery virtually unmarked, scrupulously maintained and serviced since new, moderate mileage, fitted H.M.V. push-button Radiomobile, a very desirable car.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. [6633

**1949** Roadster 2000, ex covenant, champagne, rust leather, cared for by enthusiast, maintained regularly Triumph specialists, loose covers, Fogbeater foglamp, Berkshire defroster, Midland muff, Vokes atomiser, twin mirrors, faultless condition, excellent performance; £1,050.—Stonard, Church House, West Malling, Kent. Tel. West Malling 2124. [6465

VERY exceptional 2-litre Triumph super sports 4-5-seater Dolomite Royal saloon, late 1938, all aluminium C.B. body; beautiful streamlined low-swept tail, underslung chassis, full de luxe equipment, twin tone trumpet horns, 2 pass lamps, pastel green finish, interior to match; also ace polished disc wheels with chrome outers; new carpets, loose covers; also radio; engine decarbonised, new valves fitted, reconditioned starter, water pump, petrol pump, generator, distributor, new coil, five new retreads, all fitted 500 miles ago; under 42,000 miles; taxed December; £420; honest car, honest bargain.—W. H. Eastwood, Ltd., Marshall Hall Mills, Elland, Yorks. [6271

### Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

EXCHANGE Triumph Gloria 12 for Triumph 16.—Box 3389. [6213

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [6422

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7009

I REQUIRE post-war Triumph cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6987

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

### Triumph Spares and Service

S & T

SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.,

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv model.—S. A. Coles, Ltd., 364-368 High Rd., Leyton, E.10 [0342

### Triumph Spares and Service

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0855

### UTILITY CARS

HAROLD RADFORD & Co., Ltd.,

**1948** (December) Jowett Bradford utility, 6-light, green and black, 6,300 miles, very carefully maintained.

**1927** 20hp Rolls-Royce shooting brake, fawn and natural wood grain, bench type seats front and rear, dropping tailboard.

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [6475

**1948** Humber 27hp six/seven-seater shooting brake utility.

**1947** Ford Mercury Canadian Maple-wood seven/eight-seater utility shooting brake; cash or £150 deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [4689

**1947** Bradford Jowett with utility bodywork, low mileage, very clean; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [1817

**1939** Ford Prefect 6-seater utility, Dagenham body, in extremely nice condition throughout; £385.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5836

**1949** series Jowett-Bradford de luxe utility, low mileage, immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6426

**1949** (March) Austin 16 shooting brake, 300 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6676

**£350**.—1947 (registered) ex-Ministry (otherwise it would be £595) Hillman utility in sound condition, ready for immediate use; this is a bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6886

FOR sale, station waggon Austin 12hp, 1938, recently overhauled; reconditioned engine; 8,000 miles; tyres good; price £350; seen by appointment. Slo. 7655. [6274

**1937** Humber Snipe utility, with new roomy coach-built body, and completely new engine, mechanically perfect; £450.—Groom & Sons, Towcester, Northants. [4421

**1946** Bradford Utility, body by outside coach-builders, 4-seater, beige/brown finish; £360.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3158

HUMBER 27hp, genuine W.D. body, 8-str., engine relined, new pistons, bearings, track rods, starter, accumulator, 3 new Dunlops, any trial; £275.—Brooke, 4, Rossett Park Rd., Harrogate 81543. [6356

JOWETT Bradford utility van, 1948, fitted side windows and clear van floor, grey/brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [6806

**1949** (March) Jowett-Bradford utility van, not conversion; 6,000 miles only; attractive dark beige colour; very economical; absolutely as new; £495; exchanges, H.P.—Harry Nash Motors, Limited, 348, King Street, Hammersmith. Riv. 2837-8. [6568

**795** gns.—Lea-Francis, April, 1947, 14hp shooting brake, 4-door 5-seater coachbuilt natural timber body, fawn wings and bonnet, glass all round, drop tail-board, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6957

### Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

POST-WAR 10-20hp utility car wanted of good make, small mileage essential.—Particulars to Angior, 140 Golders Green Rd., London, N.W.11. [0533

### VAUXHALL 10

**1946** Vauxhall 10 saloon, as new, reconditioned engine just fitted; £550.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6504

**1939** (March) Vauxhall 10 saloon, reconditioned engine, 6,000 miles, very clean car throughout; £367/10.—Harry Nash Motors, Limited, 348, King Street, Hammersmith. Riv. 2837-8. [6564

**1939** Vauxhall 10 sliding roof saloon, recently recellulosed, cream and red; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6965

**1938** Vauxhall 10 saloon de luxe, finished in blue, fitted radio, whole car in exceptionally good condition; £335; 3 months' writen guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5197

### VAUXHALL 12

H. A. SAUNDERS Ltd., offer:—

**1947** (Dec.) Vauxhall 12 saloon de luxe, 10,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6836

**1937** Vauxhall 12 saloon, 1 owner, full mechanical overhaul 1948, recellulosed 1949; £250.—Box 3469. [6747

**1939** Vauxhall 12 saloon, excellent condition; £350.—34, Rivington Rd., Hale, Cheshire, Altrincham 4158. [6843

**1938** Vauxhall 12 saloon, one owner; £345; see page 34.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6335

**1948** (June) Vauxhall 12 saloon, mileage 8,000, as new; £735; trade enquiries invited.—Allery & Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7345. [6576

### VAUXHALL 12

£398.—Vauxhall 12 de luxe 1940 4-dr. sln., leather interior and bodywork unmarked, choice 4 others; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066/7; open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [6247

1939 Vauxhall 12 de luxe saloon, black, in excellent condition, including tyres, paintwork; £365.—Harry Nash Motors, Limited, 348, King Street, Hammersmith. Riv. 2837-8. [6563

1948 Vauxhall 12, low mileage, black, brown cloth. —Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [6924

### VAUXHALL 14

H. A. SAUNDERS, Ltd., offer:—

1946 Vauxhall 14 saloon de luxe, immaculate; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6837

1946 Vauxhall 14 saloon, low mileage, in excellent condition throughout.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6970

1936 Vauxhall 14 saloon, in immaculate order. £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel 2960 [2989

239 gns.—1938 Vauxhall 14 touring de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6918

1946 Vauxhall 14 saloon; £575.—Milestones Service Garage, Ltd., 308 Erith Rd., Bexleyheath. Erith 2469, 2629. [6760

1937 Vauxhall 14 saloon; £285, or 30 monthly instalments of £11/9/11.—Cooden Eng. Co., Bexhill Tel. Cooden 600. [6298

1947 (June) Vauxhall 14 saloon, black/brown 16,000 miles, immaculate throughout; £750 —Campbell Symonds. Tel. Arnold 2246. [4666

1927 Vauxhall 14-40, 60,000 miles, perfect running order, original aluminium touring body, excellent condition; £60, quick sale.—Tel. Flaxman 6240 Baines. [6960

1937 Vauxhall 14hp 4-seater 2-door special sports, good running order, coachwork and interior very good; £285.—Simpsons Motors (American car specialists), Wembley 3903. [6681

£295.—1937 Vauxhall 14 saloon, one owner since new and in that condition throughout; £295. 1938 Vauxhall 14 saloon, very good condition throughout. —Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6846

TANKARD & SMITH, Ltd., offer 1948 Vauxhall 14 saloon in black with brown leather, absolutely unmarked and as new, moderate mileage, £795, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6306

1946 Vauxhall 14 de luxe saloon, black, brown hide upholstery, mileage 20,000, this car is in exceptional condition; £635; terms, exchanges, 3 months' guarantee; free demonstration within 100 miles —Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7014

### VAUXHALL, WYVERN & VELOX

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
VAUXHALL Wyvern saloon, first registered 1949, mileage 5,500, colour black, cloth upholstery complete with heater, an excellent motor car; price £855.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4990

CAR MART, Ltd.

1948 Vauxhall Velox saloon, 5,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6705

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6835

1948 (Dec.) Vauxhall Wyvern sal., 8,000 miles, black/brown, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. [6303

8000 miles.—1948 (Nov.) Vauxhall Velox saloon, radio, heater (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [6732

WALTER SCOTT, Ltd.—1949 (February) Vauxhall Velox, black, fawn leather, negligible mileage, as new; £845.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [2326

1949 (March) Vauxhall Velox saloon, low mileage, colour grey, with brown leather; absolutely as new; one owner; large Notek light; £865; exchanges, H.P.—Harry Nash Motors, Limited, 348, King Street, Hammersmith. Riv. 2837-8. [6566

### VAUXHALL 20

VAUXHALL Wingham cabriolet 20hp 1936, 42,000 miles, engine in first-class running order, paintwork good; £250.—Neame, Perry Cottage, Selling (207), Faversham, Kent. [6078

### VAUXHALL 25

1940 Vauxhall 25hp limousine, looking as new; £950.—Simpsons Motors (American car specialists), Wembley 3903. [1408

£250.—Immaculate 1938 Vauxhall 25 de luxe saloon, just reconditioned.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5519

### VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017

### VAUXHALL MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Velox saloon, blue/brown leather; 11,000 miles. Below.
GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14 saloon, black/brown; as new. Below.
GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14 saloon, blue; one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6792

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 16hp Vauxhall Velox, 8,000 miles, black with brown leather, impeccable condition.

1946 Vauxhall 14hp J type, Chromard lined, H.M.L. reconditioned engine, gear box, new head lining, tyres, heater and radio, fog lamp.

1939 Vauxhall 14hp J type, H.M.L. reconditioned engine, gear box, mechanically sound, general condition above average.

1948 Vauxhall 12hp, H.M.L. reconditioned engine, 6 months' guarantee, front and rear suspensions overhauled, back axle overhauled, good condition throughout.

1949 Wyvern 12hp, 5,000 miles, black with brown upholstery, immaculate.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [6446

VAUXHALL and other makes of used cars in good condition, let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

£735.—Vauxhall 12hp saloon de luxe, 1948, immaculate black finish, with brown upholstery, very low mileage, whole car scrupulously maintained by previous owner.—See below.

£775.—Vauxhall 14hp saloon de luxe, first registered June, 1947, finished black and chrome, with brown hide upholstery; radio; carefully maintained and serviced, moderate mileage only, very attractive example.
CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential hire purchase facilities, part exchanges, cars delivered free anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A.5 Watling Street. Fares refunded to purchasers from any part of the country. [6635

LIMOUSINE 1939 Deluxe Grosvenor, partition, widest occasionals, black, mechanical guarantee certificate. £695. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6618

### Vauxhall Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0994

I REQUIRE post-war Vauxhall cars urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6986

CASH immediately for good Vauxhall.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6409

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0493

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Rolly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0063 0929. [0479

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2887

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

CAMDEN MOTORS require to purchase Vauxhall 10s, 1938-40 and post-war, also Vauxhall 14s, J type models, 1939-40, in good, clean condition; write, call or 'phone, stating price required.
CAMDEN MOTORS, Ltd., the best Vauxhall buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [6645

### Vauxhall Spares and Service

BROADWAY MOTOR Co

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares
BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams' Autospare Wimble. London. [0633

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.
COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price. —Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634. [0440

### Vauxhall Spares and Service

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass Egham 131. [0196

TORSION bars available for Vauxhall 10, 12, 14 and 25; stock deliveries, first-class production
SUSPENSION units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul 3 months' guarantee, available for 10, 12 and 14hp DX and J types.
PRACTICALLY all parts for Vauxhall 10, 12, 14 and 25hp cars available. If in difficulty your enquiries invited.
SPRINGS, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.
TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149 Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VAUXHALL main dealers, specialists in repairs and servicing, immediate delivery of factory rebuilt engines, large stock of spares, also exchange service of reconditioned units, including suspension units. —Kingston Hill Motor Works, Ltd. Tel. Kingston 3116. [5842

### VETERAN CARS

RENAULT, Phoenix, Minervia Brennabor, Cadillac, etc. for sale.
WELHAMS, Veteran Car Specialists, Surbiton Hill Rd. Surbiton. Elmbridge 1875 [0201

1909 Thornycroft 33hp limousine, original condition, requires little attention, new tyres; all complete believed to be unique; £250 or near offer.—Tippetts, Eastcote Manor, Hampton-in-Arden, Warwickshire. [6184

### Veteran Cars Wanted

VETERAN car wanted, fullest particulars, all replies answered.—"K." Potterton Lane, Barick-in-Elmet, near Leeds. [4455

### VINTAGE CARS

325 gns.—Bentley 1928 series (reg. Oct., 1935) Red Label 3-litre short chassis, speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [6964

### VOLKSWAGEN

COLBORNE GARAGE Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales service and spares [0373

### WILLYS

£345.—Willys 16hp saloon, registered 1938, attractively finished in green, bodywork perfect, upholstery and mats immaculate, 100% mechanically sound, twin spotlights fitted, full 6-seater, large luggage compartment, an American car combining comfort and smooth running at reasonable motoring cost.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3112

### WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station offer their facilities when selling used cars.

1949 Wolseley 4/50 saloon maroon, grey leather upholstery, 8,800 miles one owner.

1947 Wolseley 25hp limousine black, black leather front, cloth to rear compartment, 3,000 miles as new.

1947 Wolseley 12hp saloon, black, brown leather upholstery, 23,000 miles, an immaculate car.

1938 Wolseley 25hp saloon black with brown leather upholstery, 36,000 miles fitted with new wireless and special roof rack, in exceptional condition.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5962

BROWNS for Wolseleys.

1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently; £445.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9616

GLANFIELD LAWRENCE offer

LATE 1938 Wolseley 12 saloon, black, brown leather upholstery; £495.—407, High Rd., N.12. Finchley 0091. [6524

H. A. SAUNDERS, Ltd., offer:—

1948 Wolseley 10hp saloon de luxe, 6,000 miles; £790.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6838

1939 Wolseley 12 saloon, black, well maintained; £450.
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [6479

175 gns.—1936 Wolseley 14 de luxe saloon, good condition.—Below:—
165 gns.—1936 Wolseley 14 drop head coupe.—Autosnips, 5, Balham High Rd., Balham 1509. [6919

1948 Wolseley 18 de luxe saloon, black, brown leather; £875.
GEORGE NEWMAN & Co., 369 Euston Rd., N.W.1. Euston 4466. [6758

1940 Wolseley 14, has had new engine fitted, black, beautiful condition; £485.
MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [6901

1946 (June) Wolseley 10hp de luxe saloon, black with brown leather, 16,000 miles, as new; £675.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6738

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd. Kingston. Tel. 3348. [0093

1948 Wolseley 8 4-door saloon, black with brown hide upholstery, very clean.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7006

### WOLSELEY

**1937** Wolseley 40 de luxe saloon; £270; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [6994

**1947** Wolseley 10 saloon, 6,000.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6672

WOLSELEY 18, one owner, clean inside and out: £450.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [2996

**1938** Wolseley 18 saloon de ville, black, brown hide, practically unmarked, reconditioned engine, one owner, bargain; £350.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6882

WOLSELEY 8 de luxe saloon, 1948, in spotless condition, low mileage; £595.—T. Dibben & Sons, Ltd., Wimborne, Dorset. Tel. No. 20. [6279

**6700** miles, 1948 (March) Wolseley 14hp saloon, black, brown leather (trade enquiries only). —Ernest Sutton, Cleeve Hill (Glos.) 95. [5578

**1939** 14hp saloon, black, brown leather, immaculate condition; any trial London.—Offers, day City 6623, evenings Springpark 1924. [7017

**1938** model Wolseley 14 saloon, an outstanding car; see page 34.—Smith & Hunter, 376, Kensington High St., W.14 Western 2312. [6338

**£435**.—1939 Wolseley 14 saloon, finished in black, very nice car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [6443

CENTRAL GARAGE, Croydon, offer 1939 Wolseley 21hp saloon, black, brown leather upholstery; £595.—Central Garage. Tel. Croydon 7464. [6502

WOLSELEY 1934 12hp saloon, black, good mechanical order, sound bodywork; terms; special bargain to clear, £95; must be seen to be appreciated at LONDON CARS, 592-596, Greenford Rd., Greenford, Middlesex. Waxlow 2643. [6514

**1939** Wolseley 14 saloon, recon. engine (choice of 3); from £465.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [4912

**1936** Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; £240.—Wembley Court Motors, High Rd., Wembley. Tel Arnold 5221. [4245

**1939** Wolseley 25 2-door saloon, in new condition; reconditioned engine by Eustace Watkins, March, 1948; offers over £600.—D. & J. Tullis, Ltd., Clydebank [6191

**1938** Wolseley 14hp saloon, perfect condition, black with brown leather; £350.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Woking. Tel. 1282. [6293

JACK ROSE, Ltd., offer: Wolseley 14, positively unmarked inside and out, hardly used, speedometer reading 5,000-odd; £995. Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4925

**£395**.—Wolseley 14 56 special drop head coupe, immaculate bodywork in cream and green, elegant looking car, quite capable of winning a concours d'elegance, mechanically excellent, carefully maintained.

**£355**.—Wolseley 14, 56 saloon de luxe, late 1938, bodywork immaculately finished duotone blue cellulose, just fitted new Wolseley engine and extras costing £95; absolutely magnificent motor car, comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6575

**1939** Wolseley 14 Tickford drop head foursome, grey with blue leather, maintained regardless of cost, absolutely immaculate condition both mechanically and bodywork.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [6900

**£225**.—Wolseley Wasp saloon 10hp, easy clean wheel model, literally amazing condition and rare motor car, only one private owner since new, mechanically most excellent, interior outstanding condition, genuine bargain, comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [6574

LIMOUSINE, 1949, partioned, black, 25hp, forward occasionals, genuine low mileage, immaculate, reasonable cost (£10 tax). Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [6617

### Wolseley Cars Wanted

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248 High St., Barnet 3240. [0707

MILL GARAGE (W. JACOBS & SON), Chigwell Rd., E.18. Wan. 0660. Wolseley spares and service. [0485

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhaul's coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd Harrow Weald Middlesex. Tel. Grimsdyke 561. [0204

### MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY the hire-purchase specialists!

5% discount for cash customers.

**200** cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities; no enquiries, every car plainly marked with price and year; top price in part exchange for good vans cars and motor cycles.
RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

KING'S AUTOS. King's Autos. King's Autos.

ENGLAND'S easiest hire purchase terms.

LOW deposits, drive away same day.

EVERY car guaranteed for 3 months.

**1939** Riley 12hp de luxe saloon, overhauled, resprayed, one owner, immaculate throughout; £475.

**1941** Morris 8 4-door de luxe sun saloon, one owner from new, brown leather upholstery, original paintwork, unmarked throughout; £415.

**1939** Morris 10 4-door de luxe sun saloon, total mileage only 29,000, reconditioned engine just fitted, car being re-sprayed sea-green, when completed will almost equal new condition; £435.

**1942** Austin 8 de luxe saloon, re-sprayed cherry maroon, brown leather upholstery, re-carpeted and new head lining, a genuine car in immaculate condition; £335.

**1937** Jaguar 2½-litre sports saloon, new engine fitted 500 miles ago, sprayed black with brown leather upholstery, a splendid car, magnificent performance; £360.

**1938** Triumph Dolomite 14hp sports saloon, just re-sprayed in old ivory colour, blue leather upholstery, new carpets, overhauled, a magnificent car of remarkable performance; £370.
WILL you please note that any of the above cars can be demonstrated to you at your own home if your are living within 30 miles of Ilford.
PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange.

KING'S AUTOS. King's Autos. King's Autos.

**725**—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.
OPEN week-days 9 a.m. to 7 p.m. [6145

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

HAROLD RADFORD & Co., Ltd., offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 6642-3. [7187

**1947** Vauxhall 12 saloon, £615; 1938 Series B Morris 10 de luxe saloon, amazing condition, one owner from new, believed genuine 50,000 miles, £385; 50 other used cars.—S. G. Smith (Motors), Ltd., 13-19 East Dulwich Rd., S.E.22. New Cross 4444. [6520

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Size 7¼in×5in. 242 pages, over 280 illustrations. Price 5/- net. By post 5/4 from all booksellers or The Publishing Dept. Dorset House Stamford St. London S.E.1

### Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Hampstead (Hamostead Tube). Open 9-7 week-days. Saturdays. Hampstead 6041 (10 lines). [0996

MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.
HIGH St., Watford Herts. Tel. Watford 4491. [0185

POST-WAR Humbers and Hillmans purchased for cash.
R. S. MEAD 42 Queen St., Maidenhead. Tel. M'head 2642. [6695

WE are cash buyers of all small h.p. post-war or pre-war cars.
THE WARREN MOTOR Co. 353-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866

ALL makes purchased for cash.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. [6560

8 and 10hp cars, 1938 onwards wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield. [6372

LARGE 7-seater car wanted, leather preferred, mechanical condition immaterial, fullest details; replies answered.—Smallbone, 116, Raddlebarn Rd., Birmingham, 29. [6735

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [2006

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10 Flat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347

### Miscellaneous Cars Wanted

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return. —158, Stockwell Rd., S.W.9. Bri. 6251 [0734

E. H. ORGAN & SONS, Ltd., Banbury Rd., Oxford. —Cash buyers of post-war and late pre-war models of all types.—Tel. Oxford 5437. [6897

### ELECTRIC VEHICLES

EMBASSY CAR SALES (ENFIELD).—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only electric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. [9605

### AMBULANCES

ROLLS-ROYCE amoulance, 1928, excellent condition; £300.—Grose, Ltd., Marefair, Northampton.

CIVILIAN ambulances, new and used ambulances for immediate delivery.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [6374

### MOTOR HEARSES

A & S Immediate Delivery: Mechanical Guarantee Certificate. Send for illustrations and specification.

**1939** Austin Eighteen fitted latest 5-door partitioned 6-bearer 1950-streamlined Coachwork, exclusive equipment, magnificent carriage. Mechanical Guarantee, Certificate. Immediate Delivery. Reasonable Cost. Below.
AUSTIN Twenty/1938 streamlined 5-door 6-bearer, 1950-Coachwork, lavishly equipped, mechanically certified, bargain.
ROLLS-ROYCE 1950 Silver Wraith, also 1937/30hp and modern Phantoms fitted 1950-Bearer also Deck streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [6615

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse body they are building on the new Humber Pullman chassis; deck, bearer or pedestal type supplied.
BRIDGE St., Northampton Tel. 907. [5562

**1947** Humber 27hp Hearse, Mulliner body, immaculate throughout; £1,650; 10,000 guaranteed mileage.—E. G. Pritchard, Ltd., Sittingbourne, Kent. Tel. 885-6. [5215

UNDERTAKER'S fleet for immediate sale, details as below.—Offers and enquiries for whole or part to Secretary/Manager, City of Bradford Co-operative Soc., Ltd., 25, Southgate, Bradford.
ROLLS-ROYCE deck-type hearse, 20-25hp, regd. 14/1/1951, Alpe & Saunders body, unladen weight 1 ton 16 cwt 62 lb.
ROLLS-ROYCE 6-seater limousine (black), 20-25hp, regd. 4/12/33; Mulliner body.
ROLS-ROYCE 6-seater limousine (black), 43.3hp, regd. March, 1928; Cockshoot body. [6584

### MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycles, all makes in stock for immediate delivery, also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines).

S. A. COLES, Ltd.—England's leading motor cycle specialists offer a large selection of new models for immediate delivery; exchanges, hire purchase; Everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10. [0341

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JACQUIER, Ltd., offer:—

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**1939** Morris 5cwt van; £225.

THE above vehicles guaranteed; exchange and deferred terms.—53, York St., Twickenham. Popesgrove 1890/7087. [6906

**1948** Ford 5cwt van, 10,000 miles, choice of two.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4826

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**1938/9** (model) Morris 10cwt box van, good runner; £225.

**1938/9** (model) Austin 10 8/10cwt van, excellent runner, black; £225.

**1937** (model) Ford 8 5cwt van, good runner, bargain; £125.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [6889

**£250**.—1938-9 Morris 12 gown van, exceptional condition.—Below.

**£265**.—1939 Ford 8 5cwt van, little used, as new, unusual specimen.—Below.

**£75**.—1933 Morris 8 5cwt van, clean, sound and tidy.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5522

L. F. DOVE offer 1938 Morris 10cwt van; £265.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6086

**1946** Ford 5cwt van, as new.—Lyne Frank & Wagstaff, Ltd., 3-5 Crouch End Hill, N.8. Mountview 4401 [4803

**1949** Fordson 10cwt van 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6659

**1947** Fordson 10cwt van, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7021

FORDSON 15 and 25cwt vans, ex-Fire Service; from £150.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [3869a

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**1947** Jowett Bradford 10cwt van; £365.—Milestones Service Garage Ltd., 306, Erith Rd., Bexleyheath. Erith 2469, 2629. [6762

**1949** Morris 5cwt van, guaranteed mileage 200 only; offers wanted.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4040

JACK ROSE, Ltd.—1949 Ford 8 van, almost unmarked, hardly used; £450.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7704

BEDFORD 1939 30cwt brougham van, gd. condition; suitable for textile; £225, or near offer.—H. Stark, 6, Atlas Works, Ramsgate St., Dalston, E.8. [6352

**1948** 10/12cwt Bedford van, hardly marked, low mileage; £565.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5757

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 5446. [0040

**1939** Austin 5cwt van, dark blue, 18,000 miles, exceptional condition throughout.—C. A. Peto, Ltd., 42 North Audley St., W.1. Mayfair 3051. [4808

**1947** August Austin 5-6cwt van, 18,000 miles, one owner, cellulosed dark green with black wings; carefully used and in good condition; first £390 secures.

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**£285**.—Morris 25cwt Equi-load, 1938 (October), large capacity laundry van, 16hp ohv engine; entirely reconditioned.—Robbins, East Putney. Tel. 4581. [5074

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SPEEDOMETERS, rev. counters, all makes cleaned, calibrated, set to zero, from 10/-, 48-hour service, guaranteed 12 months; cables supplied; civility and service assured; estimates per return.

INSTRUMENT RE-CONDITIONING & SALES, Ltd., 8 Euston Chambers, Morecambe, Lancs. Tel. Mor. 1440. [0687

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). See our display advert. on page 17. [0070

PRIDE & CLARKE, Ltd.—All spares in stock; speedo heads repaired and set to zero from 15/-; quick service and quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0742

AUTO TEMPO METER Co., Ltd., speedometer specialists.—We undertake the repairs to all makes of British, American and Continental speedometers and revolution indicators, large stocks of replacement speedometers and cables, all repairs guaranteed for 6 months; anything you require connected with speedometers then write to us; established 30 years.

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### STOLEN

TO motor car owners, garage proprietors, registration officials and others.

STOLEN from outside No. 1, Hay's Mews, London, W.1, between 1 and 1.15 p.m. on the 15th February, 1950, a Humber Pullman limousine painted black, registered No. JGT 788, chassis and engine No. 6710266; will garage proprietors kindly examine cars held in trust?

A REWARD will be paid on conviction of the thief and recovery of the car by the Union Assurance Society, Ltd., 5, Cross Key Court, Copthall Ave., London, E.C.2. [6281

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STORING your car. Let the experts look after it for you, used and recommended by manufacturers. A.A. and R.A.C.—Metropolis Garages, Ltd., Olympia, W.14. She. 5385-6-7. [0091

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CENTRIC 260 AH supercharger, complete with drive and fittings for M.G., like new, for sale.—Box 3394. [6226

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### PUBLIC NOTICES

NOTICE is hereby given that Tadeusz Rudawski seeks leave to amend the Complete Specification of the Letters Patent No. 618,238, for an invention entitled "Improvements in or relating to carburetting apparatus for internal combustion engines." Particulars of the proposed amendments were set forth in the Official Journal (Patents), No. 3190 dated April 5th, 1950. Any person may give Notice of Opposition to the amendment by leaving Patents Form No. 36 at the Patent Office, 25, Southampton Buildings, London, W.C.2, on or before May 5th, 1950. J. L. BLAKE, COMPTROLLER-GENERAL. [6904

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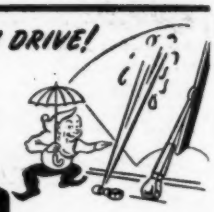

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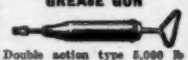

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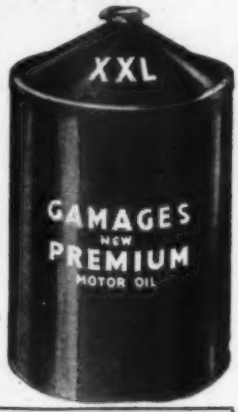


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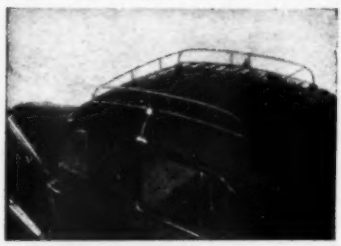

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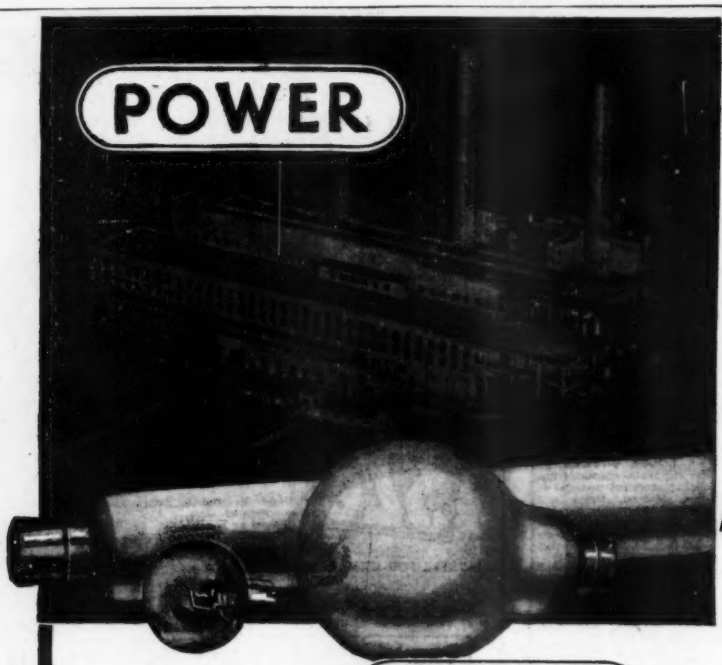


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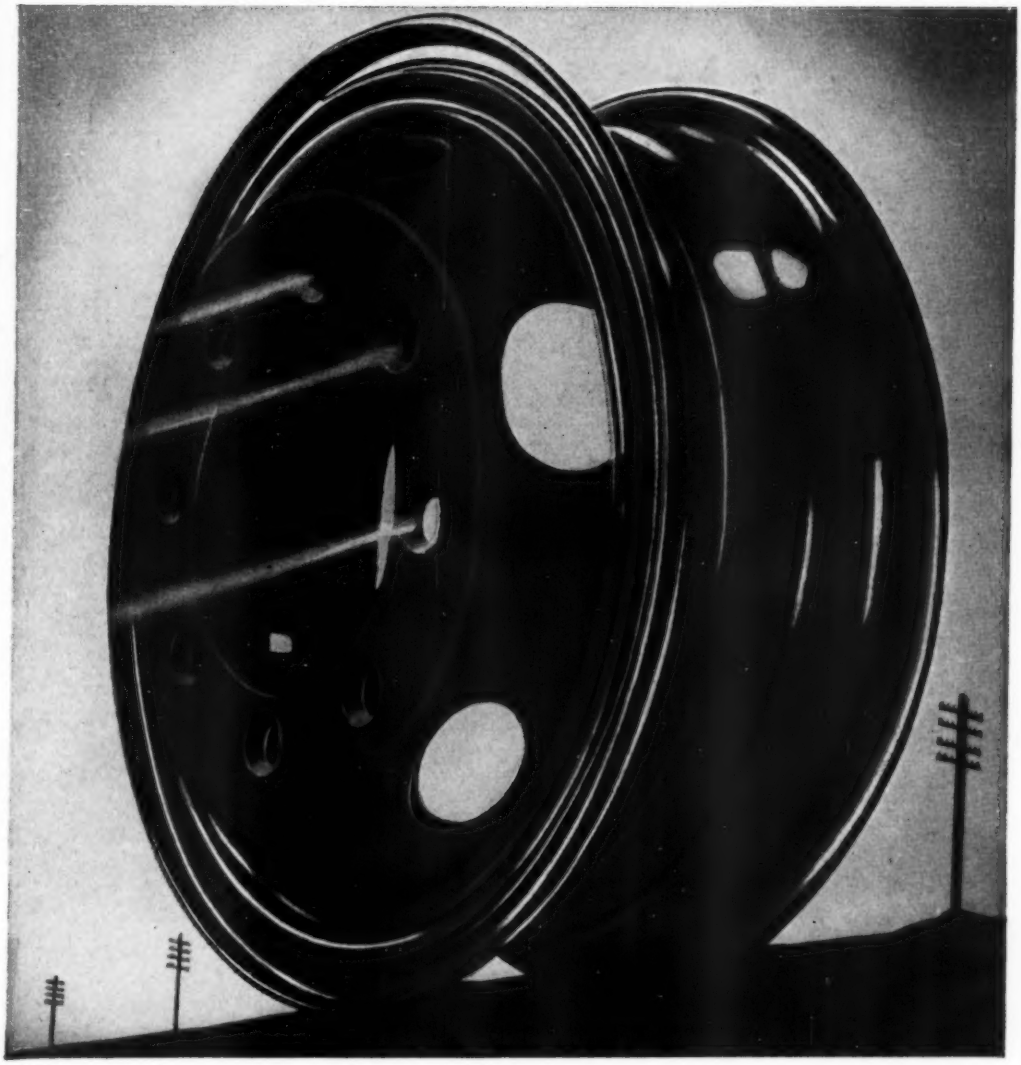


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